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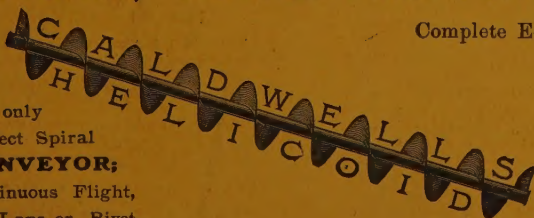
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Lederer Bros., grain receivers.*
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Eddy, Inc., C. F. & G. W., grain and hay.
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Hammers, J. F. & Co., grain and millfeed brokers.
Heathfield & Son, T. D., hay and grain brokers.
Hanlet Co., The D. W., grain and millfeed.
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Wahlers & Co., H. W., grain, millfeed.

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Perrine & Co., W. H., grain and commission.
Pope & Eckhardt Co., grain and seeds.*
Press & Co., W. G., grain, provisions, stocks, etc.
Pringle & Wing, grain and provisions.
Rang & Co., Henry, grain commission.
Requa Brothers, grain commission.*
Rogers & Bro., H. W., grain and seeds.*
Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Runney & Company, grain commission.*
Sawyers, A. B., grain commission.*
Schmidt & Co., P. H., commission.*
Shaffer & Co., J. C., buyers and shippers.*
Somers, Jones & Co., grain and field seeds.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Thayer & Co., Clarence H., commission.
Van Ness, Gardner B., grain commission.*
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Wells & Co., T. E., grain commission.*
Winans & Co., J. E., grain and seeds.*
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Interstate Grain Co., receivers and shippers.*
Perlin Bros., wheat and corn millers.
Union Grain & Hay Co., grain and hay.

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Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
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Sheets Bros. Elev. Co., the, grain, hay, straw.
Star Elev. Co., receivers, grain, hay, straw.
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Union Elevator Co., grain, hay, straw.*

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Best & Co., J. D., grain and hay.
Cash Commission Co., grain and hay.
Crescent Mill & Elev. Co., flour and grain.
Harrington-Plumer Merc. Co., grain and hay.
Hungarian M. & E. Co., hay and grain.
Longmont Farmers Mill & Elev. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.
Thompson Merc. Co., W. F., hay and grain.

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Cunby & Curran, grain and field seeds.
Dumont, Roberts & Co., receivers, shippers.*
Lapham & Co., J. S., recvrs. & shippers of grain.*

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Turle & Co., grain commission.

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Keller, Emil, grain broker and track buyer.

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Smith Bros. Grain Co., buyers, shippers.
Terminal Grain Co., receivers, shippers.

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Finch & McComb, grain commission.
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Lichtig Grain Co., Henry, receivers, shippers.
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Moss Grain Co., barley & specialty.
Peterson-Lathrop Grain Co., commission mercht.*
Roehen-Carey Grain Co., grain, flour, millfeed.
Smith & Son, J. Sidney, receivers, shippers.*
Steele & Co., H. H., grain and seeds.
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Tomlin Grain Co., J. R., kafir corn.
Vanderslice-Lynds Co., grain commission.

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McCray, Morrison & Co., track buyers.*

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Zorn & Co., S., grain.*

Directory of the Grain Trade

*Member Grain Dealers National Association.

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Hasenwinkle Co., H. J., grain and hay.*
Jones & Rogers, grain dealers.*
McLaughlin Coal & Grain Co., grain and hay.*
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Patterson & Co., G. E., receivers and shippers.*
Pease & Dwyer Co., receivers and shippers.*
Webb & Sons, John, grain and hay commission.*
Webb & Maury, grain and hay.*

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Courtene, S. G., field seeds.
Donahue, P. P., grain, feed, mlg. wheat a spity.
Fagg & Taylor, grain merchants.*
Franko Grain Co., grain and feed.*
Johnstone, A. L., grain comsn. Wis. rye specialty.
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Lowry & Co., L. H., grain commission.*
Lyman Smith Gr. Co., shippers of choice grain.*
Mereness & Gifford, grain commission.

MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.
Cargill Commission Co., grain commission.
Cargill Elevator Co., field seeds.*
Cooper Commission Co., receivers, shippers.
Davies & Co., F. M., grain commission.
Getchell-Tanton Co., grain commission.
Hankinson & Co., H. L., grain commission.
McLaughlin & Co., W. S., grain shippers.
Minnesota Grain Co., grain commission.*
McGuire-Aitwood Co., grain commission.
McIntire-Ferlich Co., grain commission.
Nye, Jenks & Co., grain commission.
Quinn-Shepherdson Co., grain commission.
Randall, Gee & Mitchell Co., grain commission.
Stair, Christensen & Tinsman, com'n merchants.*
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E. L. Welch Co., grain commission.

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Ramey, Charles C., grain, hay, feed.*
Reinhardt & Co., Geo. N., grain and hay.

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Omaha Elevator Co., receivers and shippers.*
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Tyng, Hall & Co., grain commission.*

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Fraser, C. C., grain broker.
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Pultz & Co., J. B., grain and feed.*
Rosenkrans-Snyder Co., grain and mill feeds.*
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Walton Bros., grain and feed.*

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Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Herb Bros. & Martin, grain, hay, feed.
McCaffrey's Sons Co., Daniel, grain, hay.*
McCague, R. S., grain, hay.*
Morton Grain & Hay Co., grain, hay, feed.
Smith & Co., J. W., grain, hay, feed.
Walton, Sam'l., grain and hay.

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RALEIGH, N. C.

Lumsden, C. H., grain broker.

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Beveridge & Co., S. T., grain, hay, seeds.*
Fairbank & Co., S. G., grain, hay, seeds.

SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

SAVANNAH, GA.

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SIOUX CITY, IOWA.

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Fields & Slaughter Co., grain, hay, feed.
Interstate Grain Co., buyers and shippers.
Shepherdson Co., M. T., grain dealers.*

ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.
Gordon, T. P., grain dealer and broker.*

ST. LOUIS, MO.

Botto Gr. Co., Jno. V., receivers, shippers.
Byrne & Co., Daniel P., grain, hay, seeds.*
Carlisle Comm. Co., S. S., receivers and shippers.
Connor Bros. Co., grain.*
Fresh Grain Co., Chas. M., coman. futures.
Goffe & Carlsner Co., grain commission.*
Green Com. Co., W. L., grain.*
Langenberg Bros. & Co., hay and grain comm.*
Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
Orthwein Grain Co., Wm. D., grain.
Picker & Beardsley Com. Co., grain and grass seed.*
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Morehouse & Co., W. H., grain and seeds.
National Milling Co., cash buyers wheat.*
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The Toledo Salvage Co., salvage grain.
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Zahn & Co., J. F., grain, seeds.*

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Jolley & Blanchard, grain merchants.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

WICHITA, KANS.

Empire Grain Co., wholesale grain.
Heenan & Co., David, grain commission.
Kolp, E. R. & D. C., grain and seed dealers.
Norris Grain Company, commission, recvrs., shprs.
Probst & Sons, Herman F., grain com. merchants.
Thompson Grain Co., H. C., grain and mill feeds.
Tri-State Grain Co., country run mlg. wheat.*
Western Grain Co., The, wholesale grain, seeds.
Williamson Grain Co., J. R., O. D. Hollis, mgr.

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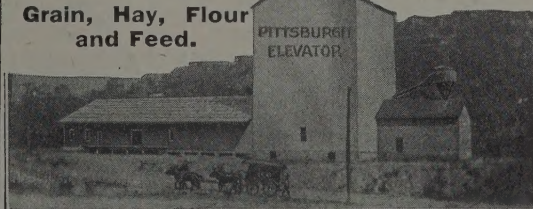
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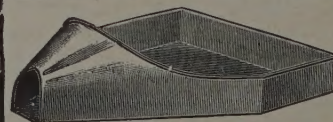
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 Receivers and Shippers
 of all Kinds of Grain
 WRITE US

Globe Elevator Company

We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local business at Buffalo.
 Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

203-16 Chamber of Commerce
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E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana, and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

EDWARD P. MERRILL
GRAIN BROKER
 PORTLAND - MAINE
 Wanted, a Good Corn Account

SHIPPERS
 of CORN AND OATS
McCRAY, MORRISON & CO.
 KENTLAND, IND.

McLane, Swift & Co.
 Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
 BATTLE CREEK, :: MICHIGAN

BONACKER BROTHERS
 Brokers and Manufacturers Agents
**Grain, Hay, Flour
 and Millfeed**
 PENSACOLA, FLA. and TAMPA, FLA.

A. F. LEONHARDT & CO.
GRAIN AND HAY
 NEW ORLEANS, LA.

THE UNION ELEVATOR CO.
 Buyers and Shippers of
Corn, Oats, Wheat, Hay & Straw
 CLEVELAND, OHIO
 41% protein, cotton seed meal, car lots and too lots.

W. A. THOMSON & CO.
 CORN, OATS and RYE
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 LET US HEAR FROM YOU

H. C. THOMPSON GRAIN CO.
 Receivers and shippers of
GRAIN, MILL FEED AND ALFALFA MEAL
 Get our prices before buying or selling.
 207 Board of Trade WICHITA, KANS.

BUCKLEY, PURSLEY & CO.
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GRAIN AND SEEDS
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HARRISBURG FEED & GRAIN COMPANY
 ORGANIZED 1901
JAMES W. BARKER, Manager
 HARRISBURG, PENNSYLVANIA
 — GRAIN—FEED—HAY—STRAW—
 Car Lots Only
 Our manager has been buying grain in Pennsylvania since 1885

YOU
 Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.



CAR LOTS
 of all kinds of grain
 IN and OUT of
**DULUTH or
 MINNEAPOLIS**

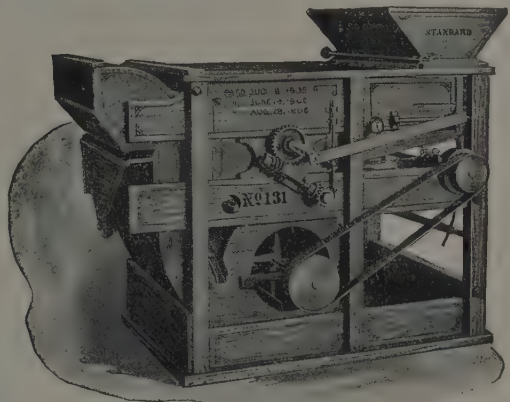
SET OF BOOKS for Grain Dealers
 Form 380 Record of Wagon Loads Bought }
 Form 385 Record of Car Loads Shipped } **PRICE, \$3.00**
GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

TONS to Dollars and Cents
 Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4½x8½ inches, 110 pages. **Price \$1.00.**

GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.

IN the July 25th issue we called your attention to the Blast Regulator of the Standard Cleaner.

Now our traveling brushes, each screen has a set of brushes of its own, any one of which may be used, or removed at the operators pleasure. Any desired pressure against the screens may be obtained by simply adjusting the regulating lever at the back of the machine, it not being necessary to stop the machine. Our brushes travel lengthways of the screens, doing better work, and without injuring the meshes of the screens as would be the case in brushes traveling crossways. They insure full working capacity by keeping the screens clean.



There are other unexcelled points about this machine which we will tell you about if you will write us. For any kind of a cleaning machine write the

International Mfg. Co.

CRESTLINE

OHIO

Do Not Wait

until your elevator is full of hot or damp grain before ordering a

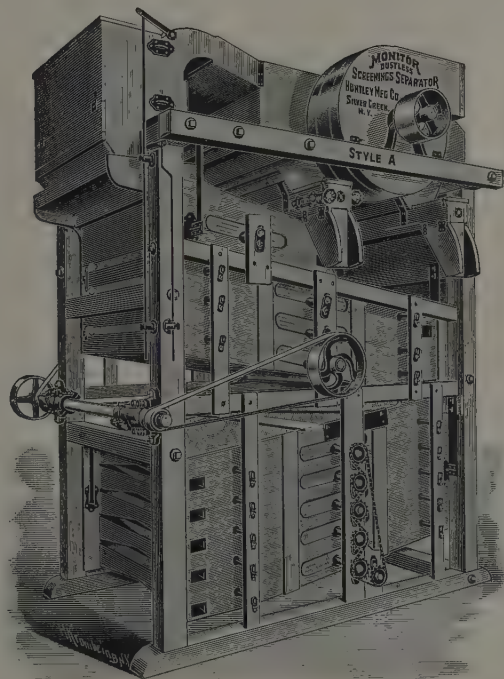
HESS IDEAL DRIER

which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

Write to-day.

Hess Warming & Ventilating Co.
907 Tacoma Bldg., Chicago, Ill.

Ask us about the Hess U. S.
MOISTURE TESTER.



What Is Your Loss

each year through inability to reclaim the good grain in screenings from your cleaners,—sweepings, etc.

Practically every large modern elevator of recent build is installing

The Monitor

Screening Separator. This machine represents an investment that will bring splendid returns—a money maker pure and simple. A list of prominent users and details of the advantages derived from the use of this machine are yours for the asking.

HUNTLEY MFG. CO.
Silver Creek - NEW YORK



WOLF

EMPLOYEES

The most convenient and handiest elevator for factory or warehouse use.

Useful for carrying bags, sacks, bundles or packages from one floor to another, thus saving time and labor.

The Wolf Company MILLING

ELEVATOR

Can be stopped at any floor.

Easily installed by any ordinary mechanic and about as quickly put up as a piece of line shafting.

All parts made with templates.

Modern—durable.

Chambersburg Pa., U.S.A. ENGINEERS

75c

BRINGS INQUIRIES ENOUGH

Bern, Kas., 11/1/09.

Grain Dealers Co.,
Chicago, Ill.

Dear Sirs;—Find enclosed stamps for 75c to pay for ad in Journal, 10/25/09. I think I have enough inquiries so that I can make the sale of my elevator without any doubt.

Yours truly,

(Signed) J. D. INFIELD.

THE most economical way to fill your wants is to advertise in the "Wanted" and "For Sale" columns of the Grain Dealers Journal, Chicago. Cost is only 15c per line per insertion.

RECEIVING AND STOCK BOOK.

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs. price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 3200 wagon loads.

Order Form 321. Price, \$1.50.

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255 La Salle Street,
CHICAGO, ILL.



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Cannot afford to be without one of our Safety Man-Lifts in your Elevator.

DECREASE THE COST OF INSURANCE.

Once used you cannot climb your old stairway.

Perfectly safe and inexpensive to install.

Let us tell you more about them and the cost.

Philip Smith Mfg. Co.
SIDNEY, OHIO.

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Designer and Builder of
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I BUILD TO PLEASE Grain Elevators and Warehouses

Plans and Specifications furnished
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We design and build grain elevators through-
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Write us for Plans and Specifications.
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Flouring Mills and Elevators
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Motto—Not how cheap, but how good.

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Builders of Grain
Elevators in Wood and
Reinforced Concrete
KANSAS CITY, MO.

G. H. Birchard CONTRACTORS Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

Well! Well! Well! What about that
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W. H. CRAMER, St. Paul, Neb.
and you are sure to get a modern
Elevator. Best of references.

We Build
the most economical, the
most satisfactory

Concrete Storage Elevator

in this country. Get our
figures and more informa-
tion.

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Construction Company
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THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction
elevator because:

It costs less.
Can be built quicker and at all seasons of
the year.

It keeps the grain absolutely free from
moisture.

There is no danger of cracked walls or
from settling foundations.

In case it is desired to move the elevator
there is at least 60% salvage.

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Who Builds Right Kind
of Elevators at the
Right Kind of Price

305 South Third Street
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TYNDALL, SO. DAKOTA

Successors to C. M. Forrest & Co.

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Elevator Engineers

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Plans and Specifications
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Modern Elevator Plans

We can furnish plans and estimates for grain elevators showing all practi-
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CRAMER CONSTRUCTION CO., 1110 Farnam St.,
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REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.

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Contractors and Builders of

Grain Elevators, Flour Mills, Warehouses, Etc.

Plans and Specifications Furnished

Repairing Done



306 Corn Exchange.

Minneapolis, Minn.

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When you want to im-
prove your elevator you should have up-to-date
plans. We have improved many elevators for
many people. Write us for free particulars.

THE SECKNER COMPANY

263 La Salle Street, CHICAGO, ILL.

GRAIN ELEVATOR BUILDERS

Better have
YOUNGLOVE
build your
ELEVATOR

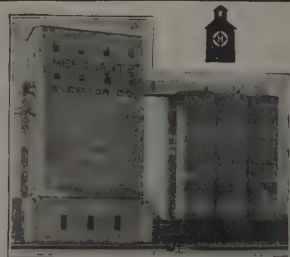
than to wish you had.

Younglove Construction Co.

219 Grain Exchange

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**Grain Elevators
Storage Tanks
Ware Houses**
in
**Wood or
FIREPROOF
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Plans, Specifications,
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We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

L. O. HICKOK & SON
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**Grain Elevators, Flour Mills and Complete Plants for
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Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

CHAS. A. TAPPAN Designing and Constructing Engineer
Superintendent and General Contractor **Oklahoma City**

COMPLETE PLANTS ERECTED.

ALFALFA MILLS, Grain Elevators

Machinery and Equipment furnished and installed.

Let me figure with you. A personal interview would be better. Probable result: money for both of us. You want largest return on smallest possible investment. Let me show you how to do it.

WE BUILD FIRST-CLASS ELEVATORS

HERE ARE SOME OF OUR 1909 CUSTOMERS:

Wallingford Bros.	.....	Ashland, Kansas.	.....	2
Ellsworth Mill & Elevator Co.	.....	Ellsworth, Kansas.	.....	1
Bushon Grain & Supply Co.	.....	Bushon, Kansas.	.....	1
Lindsborg Mill & Elevator Co.	.....	Lindsborg, Kansas.	.....	1
Aurora Mills.	.....	Junction City, Kansas.	.....	1
Wichita Mill & Elevator Co.	.....	Wichita Falls, Texas.	.....	1
Texas-Oklahoma Grain Co.	.....	Vernon, Texas.	.....	1
Early Grain & Elevator Co.	.....	Amarillo, Texas.	.....	3
William Moore Lumber Co.	Egbert, Wyoming.	1
W. T. Shute Grain Co.	Wichita, Kansas.	1
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Jones & Borah.	Grinnell, Kansas.	1

We make plans for all the good Elevators in the Southwest.
If interested, write us.

The P. H. Pelkey Construction Co., Wichita, Kansas

GRAIN ELEVATORS

Should be built to hold all the grain put into them.
Economical in operation. Equipped to do a large amount of work with a small amount of power.

WANT ONE?

Then write

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Contractors and Builders of

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The three main things to be considered when building an elevator are: Prompt service, first-class job in every respect, and at prices that are right. You take no chances when dealing with us, as we guarantee our work.

Motto: Once a customer, always a customer.

Plans, specifications and estimates furnished.

401 Commercial Block, Mason City, Iowa

KAUCHER HODGES & CO.

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FEED MIXING PLANTS.**

ASK FOR CATALOG AND PRICES ON MIXERS.

REFER TO US FOR

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CONCRETE CONSTRUCTION.

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GRAIN ELEVATOR BUILDERS

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DESIGNERS AND BUILDERS OF
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Monadnock Bldg., CHICAGO, ILL.

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Plans and Specifications
a Specialty. CHICAGO

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MONARCH ENGINEERING CO.
Engineers and Contractors
Specialists in Design and Construction of
Fire Proof Grain Elevators
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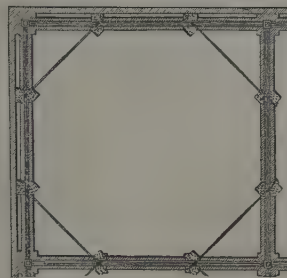
Designers and Builders of
Modern Grain Elevators

Concrete or Wood

Transmission Experts

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FIREPROOF GRAIN ELEVATOR
BINS—CONSTRUCTED OF BRICK



BUILT FOR
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Engineer and
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Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



1,000,000 bushel Fire Proof Concrete Storage Elevator
for the Northern Central Railway Co.,
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GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg., Chicago

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We also do General Contracting and have offices in the following cities.

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Canadian Pacific
Fire Proof Grain Elevator

Under construction for the Canadian Pacific Railroad Co. at
Fort William, Ontario.

The Barnett & Record Company
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Specially Constructed Conditioners and Driers for Country Elevators

¶ All the well known Ellis Patents are embodied in these machines.

¶ Among their many good features is the small space required for their installation in the elevator.

¶ Using only cold air, they do not affect the insurance rate.

¶ Absolutely the fastest machines on the market.

¶ The cost is so low as to be within the reach of every small elevator in the country.

The ELLIS DRIER CO.
747 Postal Telegraph Bldg.
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Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

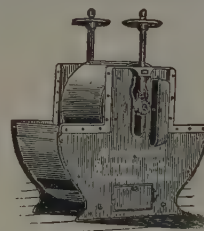
The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial, no better made.

Size cups	Net price	Size cups	Net price
8x5 -	\$13.50	11x6 or 7 -	\$19.50
9x5 -	15.50	12x6 or 7 -	22.50
10x5 1-2	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.



IT CLEANS THE GRAIN

It removes dust from oats, as well as dust from all other grains. It is compact, and when not in use projects only 14 inches from the building. The

CHAMPION CAR MOVER

will do all we claim for it. It is made of steel and stands weather exposure. Write to-day for particulars and price.

E. BAUDER, Manufacturer, STERLING, ILL.

LARGEST CAPACITY—LEAST POWER

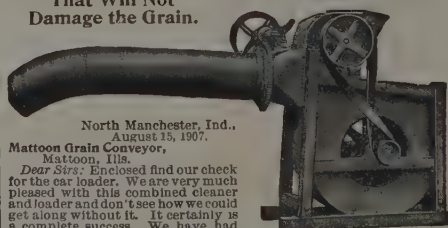


so that if they are not satisfactory in every respect they may be returned at our expense, yet not one of those we shipped this year has been returned. In the next issue we will have something to say about the second consideration. We make these loaders in five sizes, all of which are carried in stock.

MAROA MANUFACTURING CO., MAROA, ILL.

The ONLY Car Loader
That Will Not
Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.,

August 15, 1907.

Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,

KINSEY BROS.

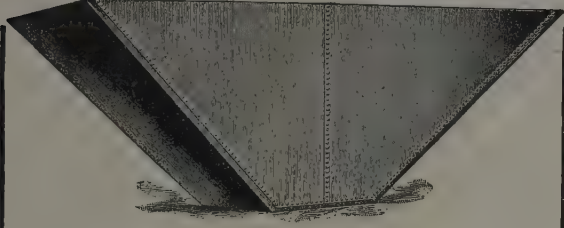
THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

Mattoon Grain
Conveyor Co.
MATTOON, ILL.

Our Boot Tanks Never Leak



Complete Elevator Equipments Our Specialty

Let us figure on your bill, quality considered you will find our prices right.

Link-Belt Supply Co.
Minneapolis, Minn.



Long Fibre Transmission Rope

Blue Thread Brand

Once Tried Always Used

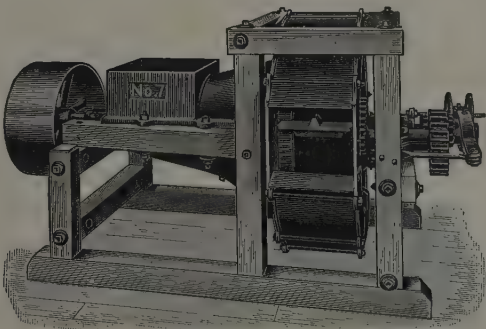
Elevating
Conveying
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Machinery
and Supplies

Write for Prices.

**Power
Appliance
Mfg. Co.**
Minneapolis, Minn.

The U. S. Cup Discharge Corn Sheller

is what you have demanded
so send in your orders.



Second Pat. Aug. 31, '09

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

B. S. CONSTANT CO.
Bloomington, Ill.

Mt. Pelee Hocking—

is **rescreened** and the best domestic soft coal to handle.

WRITE TO

OHIO & MICHIGAN COAL CO.
Miners and Shippers

Anthracite and Bituminous Coal

Main Office: DETROIT, MICH.

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG
OF WHAT YOU WANT

THE G. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

IF YOU OWN OR OPERATE AN ELEVATOR

YOU distribute grain. One kind in one bin, or place, another kind in a different place. You can do this perfectly, accurately, without spilling or mixing a kernel, with very slight effort, or attention, with a proper mechanical device.

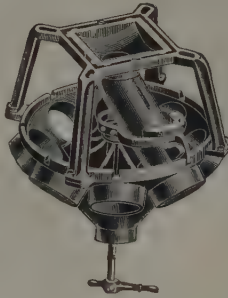
THE HALL SIGNALING DISTRIBUTOR

now in use in every state, in some states many hundreds, is the standard (as everybody knows) of perfection everywhere. It is sovereign in the Empire of grain distribution.

It is designed on the correct principle in the first place. Its mechanism is so skilfully proportioned and arranged, that it performs every function with absolute fidelity. That's why it stands supreme the world over.

We gladly send it on trial to be proved out by you, and will send you a list of users.

Booklet B.



HALL SPECIAL

Whenever you wish to build an elevator leg, let us specify it for you.

We can save you money in first cost. It will cost you less to operate or maintain. It

will accomplish for you twice as much as an ordinary leg, of the same size, and it will be furnished with the best devices known for handling grain.

Tell us your conditions, and wishes. We will specify an equipment that will meet your requirements absolutely and guarantee it.

Send for Circular F.

HALL DISTRIBUTOR COMPANY

222 Ramge Bldg., Omaha, Nebr.

"EUREKA" GRAIN DRYERS



remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

SOLE MANUFACTURERS

THE S. HOWES CO.

Originators of the Highest Grade of Grain Cleaning Machinery.

"EUREKA WORKS:"

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J. Q. SMYTHE, 1513 FLETCHER AVE.,

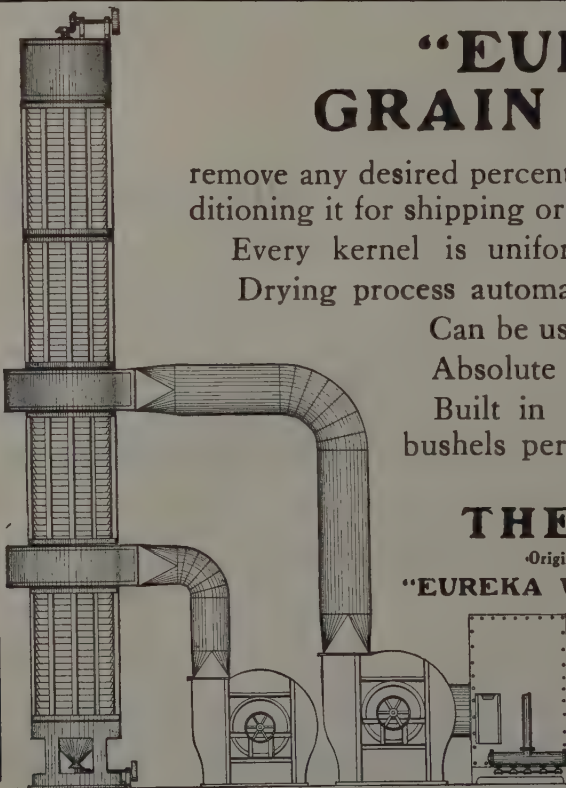
INDIANAPOLIS, IND.

E. R. WATSON, 223 E. KENTUCKY ST.,

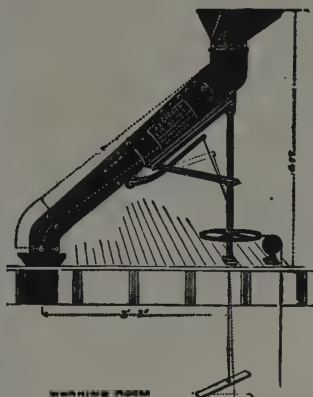
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**GERBER IMPROVED
Distributing Spout**

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

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America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

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Light Running Three-Roller Mills

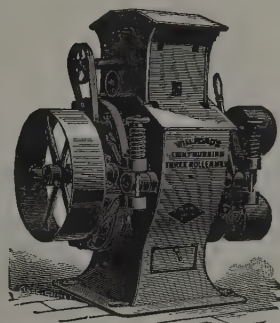
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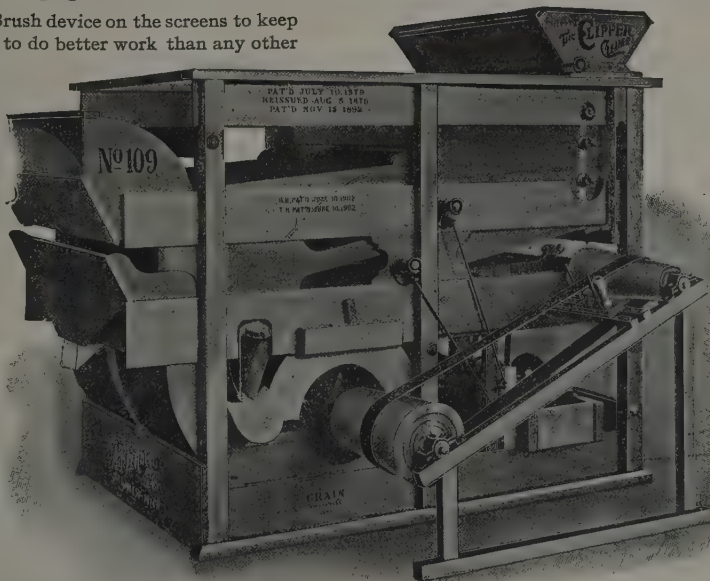
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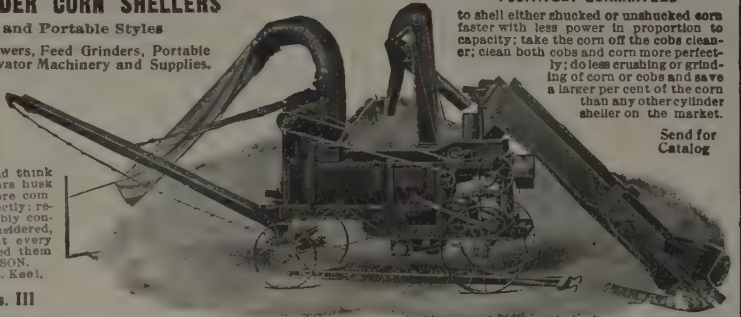
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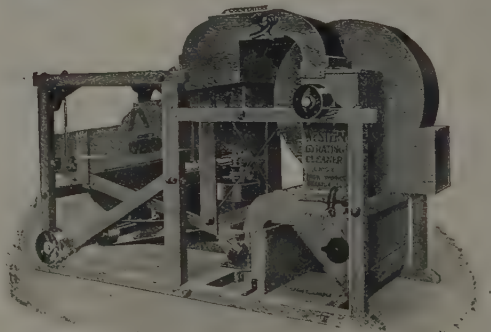
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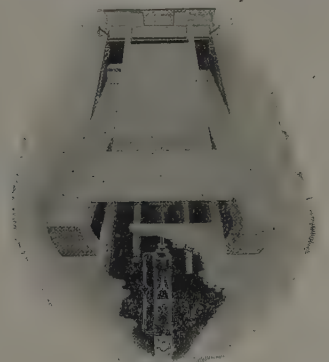
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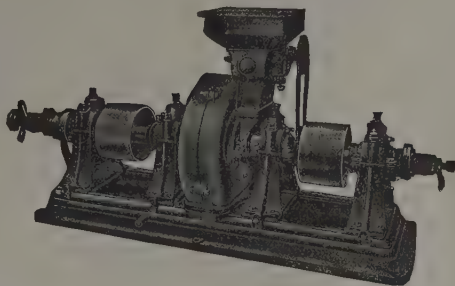
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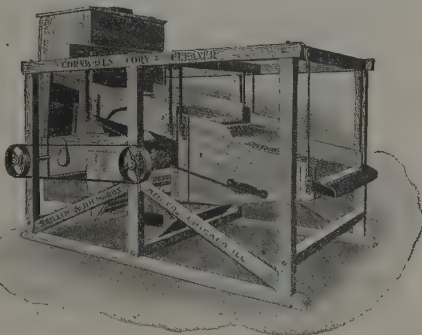
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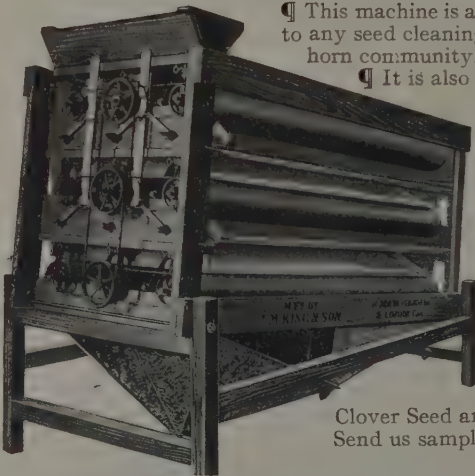
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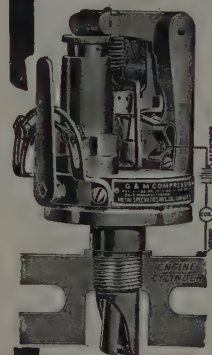
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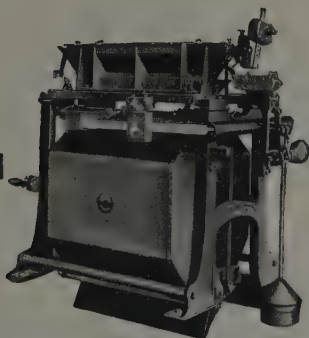
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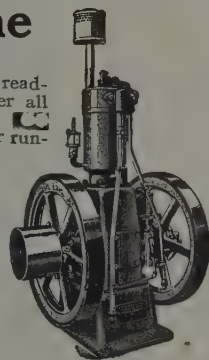
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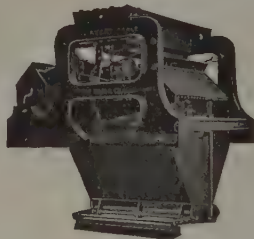
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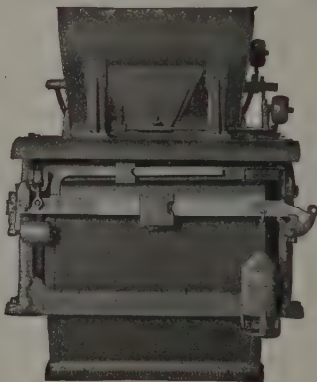
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ADDRESS of Geo. G. MacDonald wanted. Was formerly mgr. for J. C. Bradley of Delia, Kan. Address MacDonald, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept. Grain Dealers Journal, Chicago, Ills.

FOR SALE OR LEASE—My elevator in Iowa. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. Elevator located good town western Indiana. Good Corn Crop. Address X. Y. Z. Box 5 Grain Dealers Journal, Chicago.

MICHIGAN ELEVATOR in the Best Wheat and Corn Belt for sale. Wool, Stock, Hay and Coal, Feed Grinding and a complete Flour Mill. No other elevator here. Climax Roller Mills, Climax, Mich.

NEW ELEVATOR BUILDING for sale, suitable for either Elevator or Flouring Mill. Good dairy country in lively town of thirty-five hundred in Northern Ohio. Address The Wood Co., Medina, Ohio.

FOR SALE—Elevator in the best corn and oat belt of Illinois. Good business in grain, coal and hogs. Capacity 80,000 bus. Address S. L. P., Box 6, Grain Dealers Journal, Chicago, Ill.

GOOD INDIANA GRAIN ELEVATOR FOR SALE, together with flour and coal business, no competition, elevator of 10,000 bu. in capacity. Located in the best grain section of Indiana. Will sell all or one-half interest. Address Box 237, % Grain Dealers Journal, Chicago, Ill.

FOR SALE—Line of elevators doing a good business in Southwestern Minnesota. Local and crop conditions never better. Houses all in good repair, equipped with good machinery. Line always been a money maker. Full particulars on application. Address Minnesota, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two good grain plants for cash, or part cash, balance time. Each station handles 150,000 bushels annually, corn, oats and wheat. Plants in fine condition, well equipped; community buys grain on good margins. Will sell separately or both together. Address C. A. Rola, Box 6, Grain Dealers Journal, Chicago, Ills.

LOCATED CENTRAL OHIO—\$3,800.00 buys a 25,000 bu. elevator, doing 100,000 business yearly, located in town of 10,000 inhabitants; good schools, churches; only elevator in the town located on track. Good reason for selling; price is low. Would consider good property or farm in exchange. Address J. W. H., Box 9, % Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRIST MILL, CIDER MILL and vinegar factory, all connected, situated in Eastern Kansas in a fine, thriving country; the only plant of its kind within a radius of 15 miles; gas power; good shipping point on A. T. & S. F. R. R.; good money maker; also 6 lots of ground adjoining buildings and depot; sidetrack to mill door; owner leaving for Europe. For further information address, Star, Box 9, % Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE AT A BARGAIN—Good elevator northern Indiana. Write for description and price. Eltr., Box 9, Grain Dealers Journal, Chicago, Ill.

GOOD TWELVE THOUSAND BUSHEL Elevator in Central Indiana. Great corn crop now assured. Address J. F. C. Box One, Macy, Indiana.

FOR SALE—A good paying elevator, in north central Indiana, in good wheat, oats and corn belt. A bargain if sold soon. Address S. Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR at one of the best points on Big 4 in Ohio for sale. Good country, good roads and fine people. I want to quit the grain trade. Address Max, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on C. H. & D. R. R. in Illinois. 20,000 cap. 20 h. p. gasoline engine; one competitor. Handle 150,000 bus. per year. Price \$7,200 for a quick deal. B. H. Ryan, 717 E. Whitner St., Decatur, Ill.

ELEVATOR FOR SALE—25,000 capacity, in small town, for \$5,750. Will handle from 150,000 to 200,000 annually. In good territory near large town. This is good. Address James M. Maguire, Campus, Ills.

ELEVATOR FOR TEXAS LAND—16,000 bus. cap. steam power; located on the B. & O. in Ill. One competitor. Good hay barn for 300 tons. Good 8 room house. Price \$6,500. Address C. H. Burks, Decatur, Ill.

FOR SALE—150,000 bu. elevator and feed business in good town of 1,200 population, in S. E. Nebraska. No competition. Might consider S. Dak. land in deal. Address G. M. H., Box 9, % Grain Dealers Journal, Chicago, Ill.

PRACTICALLY NEW elevator for sale. Capacity 30,000; in first class condition; also good dwelling house at Bantary, N. D. Price \$7,400, including the dwelling house. Address S. C. T., Box 9, % Grain Dealers Journal, Chicago, Ill.

GRAIN AND COAL BUSINESS for sale in thriving railroad town of 7,000; good farming community; 3 lot corner; large brick office and grain room; coal and hay sheds. Pays 25% on investment. Ill health cause of selling. Price \$5,000.00. For particulars address P. O. Box 532, La Junta, Colo.

FOR SALE—\$5,000 bu. elevator on the I. C. R. R. at small station. Plant is in good repair; 27 h. p. engine. There is a second elevator which is used for storage. No competition. Handle 300,000 bus. per year. Price \$10,000. Will give time on part. Address N. G. Russell, 500 Central Ave., Decatur, Ill.

\$4,000.00, half down, buys best paying grain, hay elevator in good village in Hamilton Co., Ohio. No other elevator in 40 miles; half million bus. grain that will and must go thru this elevator. Also good fishing and hunting along Ohio river. A chance in life time. Address National Mill Exchange, New Philadelphia, Ohio.

ELEVATORS FOR SALE.

GRAIN, COAL, POULTRY & EGG BUSINESS in southeastern Iowa. Only Grain dealer in town of 600. Also seven room house and two lots with barn 20x20 ft. Full description by letter. Reason for selling lack of capital. Address J. G. P. Box 7, Grain Dealers Journal, Chicago, Ills.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LUMBER YARD doing good business in Northern Iowa. Splendid opening for right man. Also elevator N. E. Iowa with large territory, price right. Write at once if you want an unusual opportunity. Address Mac, Box 7, Grain Dealers Journal, Chicago, Ills.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

WILL EXCHANGE FOR LAND, Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. R. N. F., Box 13, Grain Dealers Journal, Chicago, Illinois.

BEST paying wholesale grain and transfer elevator business in Texas for sale. Including several country stations. Good trade established in young and growing grain country. Will pay 25% on investment. Worth \$20,000. Will sell cheap. Good reasons for selling. Cash or approved notes. Address TEXAS, Box 8, care Grain Dealers Journal, Chicago.

GOLD MARKS

Among publishers the "gold marks" is the sign and guarantee of quality.

The Grain Dealers Journal is given these marks by the American Newspaper Directory.

Only 120 out of 22,898 publications listed in this directory in 1907 were thus distinguished.

Moral: To reach the live progressive grain dealers of the land use space in the Grain Dealers Journal.

ELEVATORS FOR SALE.

FOR SALE—Elevator, Coal & Feed business in Central Ill.; no competition, station handles 200,000, capacity 65,000. Address S. O. R., Box 9, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO Corn Belt Elevators for sale. Everything in No. 1 condition. Capacity, ear corn 25,000 bu.; small grain 10,000 bu. For full particulars address E. X. O., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS for sale at three good stations in Eastern Illinois. Will sell separately or together. Reason for selling, wish to retire. A fine chance for someone. Address Jack, Box 9, % Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LUMBER YARD connected with a coal and hog business for sale. Located in Central Nebraska. Everything in good shape. Sell cheap if taken soon. Address C. M. P., Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Grain, Hay and Stock Business, in Illinois town of 8,000. Junction of 4 R. R. Going south and want to sell out. Elevator is 12,000 bus. steam power. Hay barn 22x120. Handle 125,000 bus. annually. Price \$5,750. Address J. C. Hight, 846 W. Macon St., Decatur, Ill.

ELEVATORS WANTED.

ELEVATOR at Good Grain point wanted in exchange for good corn and wheat farm near Lamar, Mo. C. J. Meyer, Peotone, Ill.

WANTED—To buy a desirable elevator property in Illinois or Iowa. Address K. K., Box 9, Grain Dealers Journal, Chicago, Ill.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—Where there is only one in town. State amount of grain handled; price and all particulars in first letter. Address G. W. Ruyle, Kemper, Ill.

ELEVATOR WANTED—In good territory, handling 150,000 bu. or more annually. Will trade good imported horses as part payment. Address R. D. No. 2, Box 45, Unadilla, Nebr.

WANTED TO LEASE—Elevator in good grain community with privilege of buying. State capacity, amount handled, price, location, etc. What competition, also margin. Address P. D., Box 55, Koshkonong, Mo.

NORTHERN INDIANA ELEVATOR wanted. Must handle at least 100,000 bus. annually. Prefer station having but one eltr. Will pay cash. Give full particulars. Address Herman, Box 7, Grain Dealers Journal, Chicago, Ill.

FERRETS FOR SALE.

4000 FERRETS—Prices and Book mailed free. N. A. Knapp, Rochester, O.

ELEVATOR BROKERS.

BUY AN ELEVATOR that will make you money. We can save you money. Try us. Tri-State Elevator Co., Hicksville, O.

IF YOU WANT to buy or sell an elevator or mill quickly, list it with us. No sales, no commission; cost you nothing to list with us. Write us. Northwestern Brokerage, Mason City, Iowa.

ELEVATOR & MILL BROKER—Why do we sell so many elevators? Because we tell every buyer all the TRUTH. John A. Rice, Frankfort, Ind., the only exclusive Mill & Elevator Broker in the U. S.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

YOU GET VALUE RECEIVED when you buy an elevator from us. We confine our efforts to choice elevators, favorably located in the grain producing sections of Ohio, Indiana and Michigan. Write us now. Tri-State Elevator Co., Hicksville, O.

ELEVATORS FOR SALE — Every size and price for elevators and mills for sale, and some good ones to trade for land, in the best locations in the grain belt at from \$2,000 to \$35,000. Write, phone or wire me your wishes or have me meet you. John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE—A nice list to select from and am sure I can suit you in an elevator if you will just let me know the kind you want. Have some very desirable points that will require an investment of around \$20,000. Others from \$5,000 up. Will be glad to show them. Jas. M. Maguire, Campus, Ill.

MALT HOUSE.

FOR RENT—The John Clark White malt houses, northwest corner of Jersey and Front; immediate possession. Jesse C. Bowen, Ellicott Square, Buffalo, N. Y.

MILLS FOR SALE.

ONLY FEED MILL in town of 1,200. For sale at a Bargain. Good Business. Bert M. Farlie, Mora, Minn.

FOR SALE—Up-to-date, never failing water power grist and feed mill of 65 bbls. capacity. Amos Keller, Tiffin, Ohio.

200 BARREL Flour Mill for sale or trade. Located in South Dakota. Write us. MORTON & MARTIN, Lewiston, Montana.

MILL AND ELEVATOR FOR FARM LAND—150 bbl. mill; first class equipment; doing good business; no competition. Want to retire and will take good farm land on trade. Write J. L. Belden, Decatur, Ill.

ALFALFA MILL FOR SALE—In best Alfalfa Belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Alfalfa, Box 6, Grain Dealers Journal, Chicago, Ills.

CORN MILL FOR SALE—First class and residence. Mill ground 150x142 ft. Residence 100x142. Good four room house. Mill doing good business. No competition. Good flour and coal trade. Good machinery. 40 H. P. gas engine. Never failing water. Four ton wagon scales. Situated Edna, Kansas. M. O. P. R. Ry. \$7,500 takes mill and residence property. Invoice stock on hand at cost. Reason for selling other business needs my attention. Those interested address EDNA CITY FEED MILL, Edna, Kan.

ENTIRE PLANT of PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark. for sale. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2500 sacks corn chops. Plant is located on two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, Lock Drawer "W", Little Rock, Ark.

Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

285 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

PARTNERS WANTED.

WHO WILL furnish money to patent an Elevator boot of exceptional merit for half interest? Address Field Box 7, Grain Dealers Journal, Chicago, Ills.

WANTED—An experienced grain and hay man to take an active interest in a good paying terminal business; necessary capital, \$8,000. Address NEW, Box 9, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED FOR THIRD or half interest in six first class elevator properties located in Iowa, Minn. and So. Dak. Address C. L. M., Box 7, Grain Dealers Journal, Chicago, Ills.

PARTNER Wanted with \$50,000 to \$75,000 to take active or silent interest in best Transfer Elevator and Wholesale Grain business in Southwest. Will pay 20 to 30% on investment and good salary. For particulars address TOG, Box 8, care Grain Dealers Journal, Chicago.

ELEVATOR SUPPLIES.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE—One 32" iron split pulley 12" face 2½" bore. One 6½" flexible loading spout 7" opening 6" discharge. Prices right. Hockman & Collier, N. Hampton, Ohio.

WE GUARANTEE OUR REBUILT PUMPS to be equal to new in efficiency and durability; pumps, compressors and engines repaired, bought, sold and exchanged. The Pump Shop, 170 N. Des Plaines St., Chicago, Ill., Tel. Monroe 700.

SANITARY DUST PROTECTORS—"An ounce of prevention is better than a pound of cure." Get one of my dust protectors and save your lungs. Made of rubber with automatic valve. \$1.00 post paid. Jacob Meier, 11th and Kansas Sts., Russell, Kansas.

We Sell

OKLAHOMA
GRAIN ELEVATORS

WEATHERWAX & CO., Sapulpa, Oklahoma

**SECOND-
HAND**

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

SITUATIONS WANTED.

POSITION WANTED—As a grain buyer, 12 years experience. Have also handled lumber. Address M. F. Perry, Box 267, Rushville, Ill.

POSITION WANTED—As Supt. of line of country elevators, or a terminal. Ten years experience. Address Inverse, Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED as manager and buyer for elevator in Neb. Best references. Now employed in elevator, but wish to change. C. R. Smith, Box 18, Bellwood, Neb.

POSITION WANTED: — By all around grain man, as auditor, asst. mgr., or any good position. Employed. Write for particulars. Address, Austin, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Situation as manager of elevator in wheat belt preferred; have had 7 years experience as manager, and can furnish A 1 references. Address Mgr., Box 9, % Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

A YOUNG MARRIED MAN with 8 years experience in grain business, 4 years in head office of line company. Can repair gasoline engine or keep books. Will go any place. Best of references. Address A. C. W., Box 8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

A NUMBER OF SALESMEN for Patent right that is a dinger. Steady work at half the results. Address Neb. Box 7, Grain Dealers Journal, Chicago, Ills.

INFORMATION FREE.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

GRAIN WANTED.

QUOTE ME on all kinds of grain and feed. Isaie Laplante, Fall River, Mass.

I AM always in the market for corn, oats and hay. C. H. Lumsden, Raleigh, N. C.

KAFFIR CORN AND MILO MAIZE wanted. Send samples and ask for bids. Edwards & Loomis Co., Chicago, Ill.

GRAIN WANTED—Quote us all kinds of oats, corn, etc., Send samples and prices delivered. J. Zimmern's Co., Mobile, Ala.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

QUOTE US red and white oats, corn, corn chops, bran, cane seed, alfalfa, timothy and prairie hay. We buy every day. Doggett Grain Co., McKinney, Tex.

GRAIN WANTED—Quote us good snapped corn, oats, wheat, bran chops, shelled corn and hay, delivered Texas points group three. We sell Pecans. Everett Grain Co., Belton, Texas.

HICKORY KING CORN WANTED—Either in the ear or shelled. Must be suitable for seed. Quote prices for December delivery. Address Hickory King, Box 9, Grain Dealers Journal, Chicago, Ill.

We want Rye, Barley, Choice Red Oats, Cane and Millet Seed, Low Grade Wheat, Wheat Screeplings, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. PITTMAN & HARRISON CO., Sherman, Texas.

ELEVATOR SITE.

FOR SALE—The best site in Oak Park for an elevator or feed, grain and hay store; with railroad switch track already installed. Address Owner, 613 Maple Ave., Oak Park, Ill.

OFFICE APPLIANCE.

ADDRESSOGRAPH WANTED — State condition, prices, etc. Harry W. Kress, Piqua, Ohio.

2 Journals \$2.00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.

and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, 255 LA SALLE STREET, Chicago, Ill.

SEEDS WANTED.

WANTED—BUCKWHEAT GRAIN. Quote delivered Benton, Columbia Co., Pa. Benton Roller Mills.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad. Dept., Grain Dealers Journal for particulars.

FIRST CLASS EUROPEAN SEED HOUSE wishes offers of Alsike, Red Clover and Timothy seed from such dealers who have no agents in Europe. Apply to I. L. Radwaner, New York.

CLOVER SEED WANTED—Any quality or condition; buckhorn lots a specialty; also clover tailings. Send fair average samples with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, Ohio.

BUCKWHEAT FOR SALE.

BUCKWHEAT GRAIN.
BUCKWHEAT FLOUR.
BUCKWHEAT GROATS.
FOR SALE BY
MINER-HILLARD MILLING CO.,
WILKES-BARRE, PA.

GRAIN FOR SALE.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

WE WANT MUSTARD SEED

Mail sample and quote price delivered.
Gorgas-Pierie Mfg. Co., Philadelphia, Pa.

SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.
WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SEEDS FOR SALE.

SEEDS FOR SALE—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

WRITE US FOR QUOTATIONS on kaffir corn and milo maize. Will quote sacked or bulk delivered anywhere. New crop will soon be moving. The Western Grain Co., Wichita, Kan.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jaspar, Newsum & Co., New Madrid, Mo.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

SEEDS FOR SALE.

Snapped Corn, our specialty. Write for prices. Mott Store Co., Portageville, Mo.

FOR SALE—MILLET SEED a specialty. Also deal in all kinds of grain and seeds. D. N. Clark, Galt, Mo.

BUCKWHEAT Grain. Poultry Wheat. Soft Winter white and red wheat. Sulphured and clipped oats. Choice Rye. STOCKBRIDGE ELEVATOR CO., Jackson, Mich.

KAFFIR CORN—Are you interested in Kaffir Corn. If so, correspond with us. We make a specialty of and are the largest shippers in the world, direct from the field. We are always situated to fill orders promptly. Samples and delivered quotations furnished on application. Wire or write your wants. J. C. Haines & Co., Augusta, Kansas.

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

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WE BUY PURE SOFT WINTER WHEAT CHOICE WHITE CORN

(either ear or shelled)
Cincinnati official weights and grades final.

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Millers

Cincinnati, Ohio

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.
Also Seed Grain

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MINNEAPOLIS, MINN.

THE ALBERT DICKINSON CO.

Clovers
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SEEDS

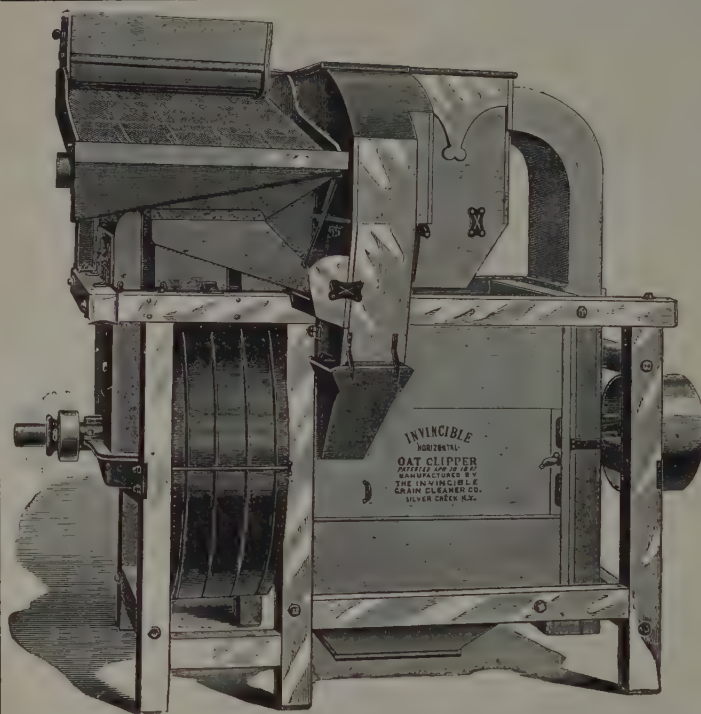
Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

SEEDS WANTED

Kaffir Corn, Milo Maize, Cane Seed,
Broom Corn, German, Siberian, Early
Fortune Millet and Sunflower Seed.

Send Samples and Quote Prices in Car Lots.

THE QUAKER OATS CO., CHICAGO, ILLS.



An Oat Profit Raiser

The best price and greatest profit is only obtained by shipping oats looking their very best. To accomplish this, the clipping must be properly done. The demand for clipped oats is rapidly increasing and, to meet it, you should install an

Invincible Oat Clipper

This machine not only does the work well, but also has the following strong points: economy of operation, simplicity and durability.

There are more satisfied users of Invincible Clippers than any other make on the market.

We cannot tell you all the advantages of this machine in this ad space; but will gladly send you full information if you will send us your name and address.

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, - N. Y.

REPRESENTED BY J. H. PANK, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667. F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.
N. W. REPRESENTATIVES: STRONG-SCOTT MFG. CO., Minneapolis, Minn. SEND FOR 1909 CATALOG.

BEALL CLEANERS

*are cheapest in the
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THE BEST IS ALWAYS CHEAPEST

THE BEALL IMPROVEMENTS COMPANY
DECATUR, ILL.

GRAIN DEALERS' JOURNAL

Published on the
10th and 25th of Each Month
by the

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255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,

Manager.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 10, 1909.

CAR FAMINE may prevent your filling distant contracts. Are you willing to take chances?

READERS who watch carefully our advertising pages will often find many announcements of special interest and value to their business.

LEAKY CAR reports to the Journal will help your brother dealer collect for his shortage and induce him to report on your cars when he sees them leaking. Let us hear from you.

A NEBRASKA grain shipper is meeting with pleasing success in collecting claims against the Burlington by filing attachments on its rolling stock. Justice is obtainable in many ways.

LIGHT WEIGHT winter wheat continues to bring exasperating returns to shippers who failed to buy it right. The way to avoid this loss is clear, but country buyers seem determined to ignore terminal grading.

ST. LOUIS Bucket Shops are still doing business but their opportunities for getting information are being reduced and it seems probable the time is not far distant when these fakers will be run out of business in every section of the country.

CROPS seem to be moving this season without any help from the treasury department. In fact the stock jobbers of Wall street have ample funds.

SEVERAL markets are now classifying off-grade grain as "sample grain" and the inspectors indicate on each ticket the principal characteristics of each load, thus enabling buyer to judge more accurately of the quality of the lot offered. This seems to be fairer to the shipper and his grain will often command a price nearer its true value.

UNIFORMITY is indeed gaining ground in all sections. Even Missouri's Warehouse Commission is now seriously considering the early adoption of the uniform grading rules of the Grain Dealers National Ass'n. If the workers will but keep up the agitation a little longer a dealer of one section can buy grain in another with some definite idea of what is being offered.

DEEP WATERWAY enthusiasts seem determined to force the country to spend three or four billion dollars in deepening river channels whether the shipping public desires to send freight by water routes or not. The parties most largely interested in this scheme seem to be dredging contractors, who hope to profit largely to the absorption of congressional appropriations.

FREIGHT RATES on grain from Lake Superior ports to Buffalo have recently ruled at such a high figure as to cause many shippers to gasp with wonder. In this connection it is gratifying to know that many contracts for new steel vessels have been let recently to ship builders on the Great Lakes so at the close of next season greater competition for grain cargoes will prevail.

FROZEN seed corn cannot be expected to germinate well next spring. Every farmer and grain dealer will admit this. The heavy freeze in October caught so much of the corn, it will be necessary to test the germination of seed if a fair stand of corn is to be obtained next season. Grain dealers conducting germination tests in their offices will interest and help farmers, and promote their own business interests.

COUNTRY GRAIN BUYERS who neglect to buy by grade just as they must sell encourage careless farming and place a discount on every effort made by the grain grower to improve the quality of his crops. Agricultural experiment stations, farmers' institutes and seed corn specials may work 24 hours a day, 365 days a year in an effort to point out a way to secure more and better grain, but little improvement will result unless the grain dealer will heartily co-operate by discriminating against the grain of poor quality.

UNREASONABLE DELAY of forty-eight cars of grain between Kansas City and Gainesville, Tex., has resulted in a favorable decision against the A. T. & St. Fe R. R., in favor of E. G. Rail, the jury agreeing that the shipper was entitled to the difference in the market value of the grain when it should have reached Gainesville and when it did. If more shippers would stand for their rights the railroads would make a more earnest effort to give good service.

ONE HUNDRED million dollars is to be spent in building a canal from Lake Michigan to Toledo if the agitators have their way. The interest on that amount of money would pay the freight on all commodities it is desired to ship between Chicago and Toledo for the next one hundred years. The more wild schemes thrust upon the public under the cloak of Deep Water Ways, the more will the peoples' attention be diverted from the impositions, heaped upon the shipping public by rail carriers. If one-half the agitation now being given to the Deep Water Way question were given to the drafting of regulations for rail carriers, the country would be at least 100% better off.

NEW GRAIN tariffs will no longer be issued so fast no one can even count them if the Federal laws are amended in keeping with the wishes of the National Industrial Traffic League, which will convene in Chicago tomorrow. Under its recommendation, favored also by President Taft, no advances in freight rates will go into effect until the Interstate Commerce Commission has investigated and ascertained the reasonableness of the advance. This will give shippers a chance to protect their contracts, and is fair to the carriers. So many changes are now made daily in the freight tariffs of every road no grain shipper can tell what rate he will pay until he files the receipted freight bill.

KANSAS is to have a new chief Grain Inspector, John White having resigned, to take effect Jan. 1st. It seems the state does not pay enough salary to justify Mr. White's slighting his own business interests and giving all his time to the job. Were he a modern politician he would take care of the salary and let the job take care of the work, but he feels it his duty to give the state his time and best efforts. The interests of the grain trade would be much better off if the classifying and grading of grain were controlled by a commission made up of representatives from the millers, shippers and central market receivers. They are the ones principally interested in uniform classification, and after uniform rules have been adopted, it would be a comparatively easy matter for them to make uniform grading nearer a reality.

NEW CORN GRADING POORLY.

Elsewhere in this number are reports from several different markets on grading of new corn received up to last Saturday. The high percentage of moisture and the low grade are not likely to encourage shippers to rush forward new corn. Shippers of Ohio who have suffered many and heavy losses in the past from too much haste in forwarding new corn, seem to care nothing for the teaching of experience, and are shipping more corn than other sections.

The railroad companies are not in a position to insure prompt forwarding of grain; hence, every shipper who finds it impossible to wait until corn is thoroughly cured must take chances on having his corn spoiled in transit.

An Iowa shipper who is quoted in "Crop Reports," this number states, that early picked corn is spoiling in the cribs, necessitating its being spread out on the ground. Those equipped with dryers will find plenty of work for them for some time to come and very little corn which has not been kiln-dried can be safely exported this year.

It is not possible to fix a time at which all new corn can be safely handled, but the country buyers will profit by keeping it back in the farmers' hands so long as possible and those who find themselves unable to resist the temptation to buy, should take enough pounds to allow for the large moisture content. Water is dear at any price when mixed with your corn purchases.

LIMIT SALES TO 30 DAYS DELIVERY.

The trade in Chicago and east of this city seems almost a unit in the discouragement of long time contracts for cash grain. Eastern shippers and operators agree that sales and purchases already made for delivery next spring open the way for many abuses and guarantee a loss to many middle men. The members of the trade west of Chicago have seldom indulged in such long time contracts except when they sought the option pits. Hence, they are not so deeply impressed with the necessity of placing a time limit on contracts for the future shipment of grain. Responsible shippers, brokers and wholesalers in the East on the other hand want the long time contracts abolished in order that trade may be protected from the effects of wild speculations by irresponsible dealers who fill long time contracts only when it is to their advantage to do so.

Limiting contracts to shipment in thirty days would place none at a disadvantage, but would reduce the buying and selling of grain nearer to a merchandising proposition, and the man without capital, reputation or thought for the welfare of those with whom he deals would not be able to

upset the entire trade by his wild speculations. It is not the desire of the champions of this move to require the deposit of margins by either a buyer or seller except when the market goes against him, but it is desired to place a check on the long time contracts by requiring such deposits when they are made.

INCREASED RENTAL FOR ELEVATOR SITES.

It is reported that the C. & N. W. R. R. is about to increase its rental for elevator sites on its right-of-way to 5% of the appraised valuation of the land. The C. M. & St. P. R. R. is already assessing elevator men on this basis. Whether all submit to the extortion, we are not prepared to say, but if they do they must expect it to lead to other charges.

Years ago such railroads as the Penn., L. S. & M. S. and the Mich. Central built elevators on their own ground at their own expense and leased them at a nominal fee to grain buyers for the season. They appreciated that it was impracticable to attempt to handle bulk grain through the package freight warehouses. Hence, they provided suitable buildings for receiving, weighing and loading all grain offered for shipment. Rumor has it that the carriers were never called upon to make good losses in transit. Several railroad elevators are said to have shipped out at the end of some seasons several carloads that no one claimed.

The railroad companies recognize that the elevators both at the initial and terminal points are absolutely necessary to the free movement of their box cars. In nearly every terminal market the carriers today build large elevators and operate them either for the public or lease them at a nominal rental. The railroad companies have been so remarkably successful in increasing their charges and revenue during the recent years of no passes and business depression that they have developed an insatiable greed that knows no limit. If country elevator operators submit to this latest form of extortion, they must expect in the near future to be required not only to supply themselves with clean well-coopered cars and car doors, but also the cars themselves and stand for loss and shrinkage.

Shippers who are planning to build new elevators should keep in mind this increasing rental, and also the absolute refusal of carriers to admit liability for the burning of elevator by sparks from passing locomotives. Unless the railroad companies soon adopt a practicable spark arrester which will minimize this hazard, the fire insurance companies making a specialty of insuring grain elevators will surely assess an extra charge for elevators located on railroad right of way and having clause in the lease, releasing railroad company from all liability for damage to property.

AN INCREASE of 5% in the quantity of grain produced by the farmers of your locality may effect an increase of fully 50% in the amount tendered for your purchase, hence, every country elevator operator is directly interested in larger yields of all grains. In no other way can a country grain buyer effect an increase in the volume of his business so quickly as by helping the farmer to a greater yield of grain.

KANSAS CITY'S Board of Trade has protested most vigorously to western railroads against the enforcement of the new rule providing for the deduction of specific per cents from claims presented for loss of grain in transit to cover alleged natural shrinkage, and every other organization of grain shippers should oppose this unreasonable exaction to its end. The deduction is contrary to law and justice and its defense will not be attempted by carriers if a strong fight is instituted. Everyone with horse sense knows that old corn, if its shrinkage in transit were perceptible, would not shrink as much as new. Grain traveling 100 miles to Omaha would not shrink as much as if carried 1000 miles to New York. Grain in transit four days would not shrink as much as grain kept on the road four months. The position of the railroads is untenable, but so long as the shippers tolerate the deduction the claim agents will take the money.

Transit Privileges.

A number of grain dealers met at Cincinnati Oct. 28th. to discuss Transit Privileges on grain. The following resolution is said to have been introduced with the expectation that after being signed by the representatives of the different markets, it would be forwarded to the Interstate Commerce Commission:

Whereas, Very large investments have been made, predicated upon the use of transit privileges; and

Whereas, The continued use of such so-called transit is of the greatest commercial necessity; and

Whereas, Any modification in transit rules that will result in the cancellation or abridgement of the proper use of transit privileges will work great injury to commercial interests on the country, and in many instances will result in confiscation of the amount of property invested;

Whereas, The Interstate Commerce Commission by its recent decision in the so-called Nashville case, and by its conference ruling No. 76, tariff circular No. 17-A, seems to require such material modification of transit rules as to impair their usefulness; therefore be it

Resolved, That the undersigned grain markets, grain dealers and representative millers respectfully petition the honorable Interstate Commerce Commission to grant an informal conference, to afford an opportunity for such interests to present their views and to point out in what way this order and ruling, if enforced, will operate to the material harm of the grain and milling interests.

Resolved further, That the Interstate Commerce Commission be memorialized to modify its order in the Nashville case (Duncan versus N. C. & St. L. Ry.) so as to permit the use of Nashville of the same rules and regulations governing transit pending a further determination by the Commission on the subject of transit privileges, as the result of petitions made by privileges as applied at other points in southeastern Mississippi valley territory, various interests for a review of the entire subject.

Those in attendance not being able to arrive at any definite conclusion adjourned to meet in Nashville Oct. 30th. It is reported that altho the day was spent in discussing plans for action, no decision was reached.

Grading of New Corn.

New corn has just begun to move to market and while the receipts at terminal points are very light during the first week of November a perusal of the reports from the chief grain inspectors following, shows that the moisture content is large and the grading low. In view of the prevailing unfavorable and damp weather conditions, the country dealers situated in territory where the crop was not well cured, should observe the greatest caution in handling the new corn.

RECEIPTS OF NEW CORN AT CHICAGO.

Grain Dealers Journal: Receipts of new corn at Chicago from Oct. 8 to Nov. 6, inclusive, number 329 cars grading as follows: 34 cars No. 3 yellow; 72 cars, No. 4 yellow; 63 cars, no grade yellow; 30 cars, No. 3 white; 43 cars, No. 4 white; 12 cars, no grade white; 34 cars, No. 3 corn; 28 cars No. 4 corn; 13 cars no grade corn. Moisture tests of five samples of new corn show a range from 18.50 to 19.40.—W. Scott Cowen, chief grain inspector, Chicago, Ill.

MOISTURE TESTS OF NEW CORN, NOV. 9.

Grain Dealers Journal: Moisture tests of 25 cars of new corn conducted by the Grain Sampling Dept. of the Board of Trade Nov. 9 resulted as follows: No. 2 yellow, two cars, 15.8 and 16%; No. 3 yellow, 17.4 to 21.2; No. 4 yellow, one car, 23.2; No. 3 white corn, 16.2 to 20.3; No. 4 white corn, two cars, 20.7 and 22.1; No. 3 corn, three cars, 17.3, 18.2 and 18.8.—Robert Kettles, chief grain sampler, Chicago Board of Trade.

67% GRADED "SAMPLE."

Grain Dealers Journal: We have received but 15 cars of new corn. Two graded No. 4 yellow, moisture test 19.4 to 20.4, average 19.9; 1 car of No. 3 white, moisture test 18.8; 1 No. 4 mixed, moisture test 17.2, many bad grains; 1 No. 3 mixed, moisture 18%; 10 cars graded sample, 22.2% to 23.8% moisture, average 22.9%. Per cent of No. 3, 13; of No. 4, 20; sample, 67; total, 100%.—E. H. Culver, Chief Inspector, Produce Exchange, Toledo, O.

86 OUT OF 118 CARS GRADED "SAMPLE."

Grain Dealers Journal: Of a total of 118 cars of new corn inspected in this market, 4 graded No. 3 mixed; 3, No. 3 yellow corn; 19, No. 4 yellow; 6, No. 3 white; 86 cars, sample corn.—Fred E. Pond, sec'y, Corn Exchange, Buffalo, N. Y.

NEBRASKA CORN CONTAINS 21-22% MOISTURE.

Grain Dealers Journal: To Nov. 6 we have not received any shelled corn of the crop of 1909. Some ear corn has been on the market, but no bulk corn. However, I am able to give you a little information on corn originating on the C. St. P. M. & O. about 100 miles from Omaha. Two samples of ear corn were submitted to me to determine the per cent of corn and of cob, and also to take the moisture content. One of these samples came from what is termed "bottom land" and the other from "high land." The sample from the bottom land contained 17% per cent of cob against 82% per

of corn with moisture content of 22% $\frac{1}{2}$; while with the high land corn the per cent of cob was 19% $\frac{1}{2}$, of corn 80% $\frac{1}{2}$, and a moisture content of 21%. Both of these tests show that the corn would not grade better than No. 4, and in both cases probably no-grade corn.—George B. Powell, chief inspector, Omaha, Neb.

CONDITION OF NEW CORN RECEIPTS VARIES.

Grain Dealers Journal: Our receipts of new corn in this market have been very light, hardly sufficient to give a line on it; but I can say its condition varies, some sections show fairly hard condition and others quite wet and soft.—M. L. Satterwhite, chief inspector Board of Trade, Louisville, Ky.

GRADING WELL AT CAIRO.

Grain Dealers Journal: To Nov. 6 we have received 30 cars of new corn in our market; 27 graded No. 3 and 3 graded No. 4. Considerable ear corn is being handled thru this section.—J. B. Gillespie, Jr., chief grain inspector, Board of Trade, Cairo, Ill.

23 TO 30% MOISTURE.

Grain Dealers Journal: Receipts of new corn in this city have been light to Nov. 6. We have received 25 cars in all; 3 graded No. 3 yellow with moisture of 17 to 18%; 1 graded No. 4 yellow, moisture 19%; 21 cars graded sample corn, moisture 23 to 30%.—J. E. Heniken, chief grain inspector, Chamber of Commerce, Cleveland, O.

GRADING 3 AND 4 AT KANSAS CITY.

Grain Dealers Journal: To Nov. 6 our records show 15 cars of new corn graded as follows: 1 car No. 3 yellow, 4 cars No. 3, white, 5 No. 3, 1 No. 4, 2 No. 4 yellow, 2 No. 4 white corn.—H. C. Nunn, chief inspector, Kansas City, Mo.

60% NO. 4.

Grain Dealers Journal: Our records make no distinction between old and new corn. Right at present I would say that I estimate our receipts of new corn to run about 60 per cent No. 4; 15 per cent below No. 4 and 25 per cent No. 3. We have not received much that would grade No. 2, but have received an occasional car.—Geo. F. Munson, chief grain inspector, Chamber of Commerce, Cincinnati, O.

Federation of Grain Exchanges.

The committee of the Chicago Board of Trade consisting of S. P. Arnot, chairman, F. B. Rice, Walter Fitch, W. N. Eckhardt and Robert McDougal, on the formation of a federation of grain exchanges of the United States and Canada, has invited the grain exchanges of 25 cities to send two delegates each to a meeting to be held Nov. 15 at Chicago. The delegates will meet in the directors' room of the Chicago Board of Trade.

The exchanges invited to send representatives are those of Baltimore, Boston, Buffalo, Cincinnati, Detroit, Duluth, Indianapolis, Kansas City, Louisville, Minneapolis, Memphis, Montreal, Milwaukee, New York, New Orleans, Nashville, Omaha, Pittsburg, Philadelphia, Peoria, Richmond, St. Louis, Toledo, Toronto, Wichita and Winnipeg.

Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. O. & G. 28334 (Rock Island) passed thru Brighton, Ill., Nov. 8 southbound on the C. & A., leaking white oats over both drawbars. Drawbar and part of one end torn out; shortage will be large.—Russell S. Brown.

C. R. I. & P. 57293, passed thru Haverhill, Kan., Nov. 5, on Frisco local eastbound; leaking wheat on both sides and at rear end.—Brown & Brown.

C. M. & St. P. 43494 passed thru Marvan, S. D., Nov. 3, leaking wheat at grain doors; one car door was off.—K. H. Stohl, buyer, W. H. Walters.

N. Y. C. & H. R. 15542 passed thru Lizton, Ind., Nov. 1, leaking corn at end. Did not get chance to fix it.—C. F. Wall, Wall Bros. Grn. Co.

C. & N. W. 74768 passed thru Epping, N. D., Oct. 29, leaking wheat at king bolt and end door.—H. A. Schroeder, agt. St. Anthony & Dak. Eltr. Co.

L. E. & W. 6670 eastbound passed thru Axtell, Neb., Oct. 29, leaking wheat in a dozen different places; fixed it best I could while train was switching; owner's loss will be large.—Jas. Johnson, mgr. Axtell Grn. & Eltr. Co.

G. N. 25798 passed thru Pickert, N. D., Oct. 20, leaking grain badly.—J. C. Walters, agt. Amenla Eltr. Co.

C. M. & St. P. 38112 at Akron, Ia., Oct. 5, was leaking durum wheat badly at drawbar.—Ogden Bros.

Omaha Grain Exchange Election Hotly Contested.

[Special Telegram to Grain Dealers Journal.]

Omaha, Neb., Nov. 10.—For some time past feeling has been running high between the grain commission merchants and the elevator operators, members of the Omaha Grain Exchange, and for two weeks both sides have been actively campaigning for votes to be cast at today's election of three members of the Board of Directors.

A caucus had nominated John B. Swearingen, M. C. Peters and Chas. F. Davis, with E. P. Peck and C. E. Niswonger also voted for. According to a recent interpretation of the rules votes could be cast cumulatively; thus instead of casting ballots for three directors a member could cast one ballot counting as three votes for a single director. Among the chief factors entering into the contest were contemplated amendments to the rules limiting the bids to be sent to the country by the track buyers.

Today's ballot showed Mr. E. P. Peck in the lead with 93 votes; M. C. Peters, 86; C. E. Niswonger, 82; C. F. Davis, 80; and J. B. Swearingen, 79. Four votes were protested, to be decided by the Board of Directors, which may alter the result and affect Niswonger's election. Within 12 votes of the entire membership were cast, showing the great interest in the contest. Apparently the independents have elected one and the line houses two of the directors.

Russian crop estimates, as given out by the ministry of agriculture, are as follows: Wheat, 560,000,000 bus.; rye, 808,000,000; oats, 1,036,000,000. Last year's comparison: Wheat, 420,800,000; rye, 704,000,000; oats, 853,000,000 bus. The crops in the Caucasus, the report states, are over an average, while the crops in Siberia are unsatisfactory.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

DANGER OF SET SCREW SHOWN IN SERIOUS ACCIDENT.

Grain Dealers Journal: While operating a barn elevator on the farm of J. E. Seibert, 3½ miles south of German Valley, Ill., on Oct. 28, Orville Seibert was caught by an unprotected set screw which twisted the boy's arm, breaking it in two places above the elbow and splitting the bone between the fractures.

The elevator was a second-hand contrivance purchased from us and had just been installed by the father of the injured boy.—T. J. Cordes, agt., The H. A. Hillmer Co., German Valley, Ill.

BENEFITS DERIVED FROM WEIGH CARD NOTICES.

Grain Dealers Journal: For the benefit of those who do not use weigh card notices on cars shipped, we wish to say that until recently we have had considerable shortage of grain at destination, and when complaint was made to receiver about all the satisfaction we derived was that car was weighed under board of trade supervision.

We began using card notices, of the style given herewith, to weighmaster on

each side of car on the outside of grain door with instructions to look for leakage if any discrepancy in weights, and have noticed a marked improvement, cars weighing within two to three bus. of our weights where before they have run as high as fifty bus. short with no indication of leakage shown.

This is more particularly true of eastern markets. We have generally had pretty fair weights given in Chicago. We had some very unsatisfactory dealings with some eastern receivers, while others have treated us all right. Would like to see a movement started to show up those that are unfair and also bring to notice those who give shippers a square deal.

Experience may be the best teacher, but it costs too much.—E. T. Johnston, mgr. Sibley Grain Co., Sibley, Ill.

BUY BEANS ON WRITTEN CONTRACTS.

Grain Dealers Journal: We find your order form No. 9, with certain modifications, useful in covering purchases of beans from farmers, an important part of our business. After the number of bus. and price have been specified we require room on the form to insert the buying conditions, namely: "These beans are purchased on a C. H. P. basis, deducting 5c per bu. for each lb. shrinkage to make them a C. H. P. bean, from the purchase price."

You will note we have used C. H. P. which signifies Choice Hand Picked bean or denotes the necessary shrinkage to be taken out to make them pass as such a grade; and in buying them from the farmer we take his beans on a hand picked basis starting with a value of \$1.50, for instance, and if his beans pick 1 lb. of poor beans we take off 5c per bu.

or make his price \$1.45, and so on.—The L. H. Shepherd Gr., Bean & Mfg. Co., Charlotte, Mich.

VANQUISHED UNFAIR COMPETITOR.

Grain Dealers Journal: In regard to overbidding we had a competitor who always wanted to make prices, then would bid over when a lot came up for sale. I then went to work and put stuff to freight off and left it there. The line company agent was after me to get down and said the fellow would be good but I had tried him the year before and knew him, so I told him I would pay freight off as long as he stayed in business. A week later he sold to a line company of Minneapolis.—N. B. R.

Geo. G. MacDonald Wanted.

Geo. G. MacDonald, formerly manager for J. C. Bradley at Delia, Kan., has been passing worthless checks on



Geo. G. MacDonald, Delia, Kan.

Weigh Card.

THIS CAR was weighed on Fairbanks' Standard Track Scales. If any discrepancy examine car for leakage and note condition of seals.

Sibley Grain Co.
Sibley, Illinois.

This is to certify that car specified below was weighed by me at the Sibley Elevator and that the weights shown below are correct.

Car Intl _____ No. _____ Contents _____

Gross _____

Tare _____

Net _____

Date _____

Weighmaster.

grain dealers in different sections of the country, and in some instances has signed the name of J. C. Bradley to worthless drafts on himself thru the Delia State Bank of Delia, Kan., without authority from Mr. Bradley.

His arrest or any information regarding him, will be appreciated by the police of Kansas City or Chicago and especially by grain dealers who have contributed to his financial support thru the agency of worthless checks which they cashed for him. He is a brunette, about 5' 8" and weighs about 175 lbs. He has been shot through the first joint of the second finger of the left hand, and the first two joints of the second finger of the right hand are missing.

The National Society of Agronomy will hold a meeting at Omaha during the Corn Exposition. M. A. Carleton, cereal-ist of the U. S. Dept. of Agriculture, is pres. of the society, which is composed of those engaged in the study of field crops.

Broomcorn has advanced so decidedly during the last six months that brooms are selling at almost prohibitive prices. Brooms which recently sold for 25c now sell for 50 and 55c, retail. One dealer says that the day of the corn broom is passing and that the bristle brush will supersede it.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO RECOVER FOR LOSS IN TRANSIT?

Grain Dealers Journal: In regard to shortage in grain shipments we particularly wish to refer to our experience with the Northern Pacific Railroad Co. This road has persistently refused to pay us for shortage on our grain, notwithstanding the fact that we had inspector's certificate showing that the car was leaking on arrival at destination. The company says it will not pay for the shortage even tho we have such inspector's certificate.

Is there any law or ruling of the courts in such cases whereby we can compel the railroad to pay these just claims? Our system of weighing and loading grain is such that there cannot be such a degree of shrinkage as has been reported to us unless from leakage or thru theft. We should like to hear from others on this subject.—W. B. Essick, mgr. The Manley Co-op. Grn. Ass'n, Manley, Neb.

WHAT ARE KANSAS CITY TERMS AND WEIGHTS?

Grain Dealers Journal: E sells to F at a delivered price, freight prepaid, 500 sacks No. 2 corn, 112 lbs. each, Kansas City terms, weights and grades to be final. E ships the 500 sacks but on arrival at destination the corn falls considerably short, each sack weighing only 107 lbs., or a total of 2,500 lbs.; the corn grading all right, No. 2 mixed.

E furnishes to F a certificate supposed to have been signed by a sworn weigher who, however, is neither a weigher for the Missouri state grain inspection department nor an official weigher for the

Kansas City Board of Trade. E refuses or neglects (tho having been requested three times) to furnish to F the official weight certificate on this car.

Is E bound to accept the shipper's private weighmaster's weights when the terms were Kansas City terms final, or is F entitled to have settlement in this case on destination sworn weights, when the shipper, E, failed to have an official weighmaster weigh the corn, but had it done by his private sworn weigher? What are Kansas City, Mo., terms?—E. F.

HOW TO AVOID ERRORS IN WEIGHTS.

Grain Dealers Journal: In reply to J. S. Cameron asking how to avoid errors in weights I would say that as he sold on Cleveland weights he was entitled to them as the basis of settlement, nothing being said in the contract that Mr. Cameron's invoice weights should be final.—L. M.

WHY IS CINCINNATI NOT INCLUDED IN "RECEIPTS AT PRIMARY MARKETS?"

Grain Dealers Journal: Why is it that the receipts of wheat, corn and oats at Cincinnati are not included in the report of the weekly receipts and shipments published in the daily press and market reports? Wheat receipts at Cincinnati rank in volume with those at Peoria, Detroit and Toledo, all of which are included in the weekly report, and it seems should be included if these statistics are to be trustworthy.

To avoid misleading and to make comparison with past years possible the receipts at Cincinnati could be given in a separate statement. An explanation will be most welcome to dealers desiring all the facts.—T. C. N.

Ans.: The suggestion that the receipts at Cincinnati be included in the report of grain arriving at the primary markets is a good one. The receipts and shipments at Cincinnati should be included in our statistical postings, because that market from having been formerly known principally as a provision center has in late years been receiving larger shipments of grain and has become prominent in the

grain trade.—Geo. F. Stone, sec'y Chicago Board of Trade.

WHERE IS BARLEY SOLD BY GRADE?

Grain Dealers Journal: I am told that the official inspectors of some markets do not grade barley or make any effort to classify it. I would be pleased to know in what markets this practice prevails and to know if any effort is made by the inspectors or samplers to assist receivers to a correct knowledge of the principal characteristics of the load by noting observations on ticket. Any light on this subject will be most welcome by at least one—Shipper.

Model Elevator at Lahore.

A model grain elevator, equipped after the best and most modern American style, will be exhibited at the Industrial and Agricultural Exhibition, Lahore, India. The model, as constructed, will be suitable for use in the Punjab, a district of the empire where elevators are seriously needed, according to recent reports from Consul-General Wm. H. Michael, of Calcutta. The model is to be about 5 ft. long, 5 ft. high, and will show satisfactorily the working of an elevator. It is not possible to make a working model of grain cleaning machinery, and this may have to be left out. It is also likely that some smaller sized grain than wheat will have to be used to illustrate the working, as the full sized wheat grains in the model bins and spouts would hardly be practicable. The model will be operated by electricity.

Adding Storeroom for New Corn.

As is shown by photograph reproduced herewith, corn is unusually large this year in some sections of Oklahoma and especially at Watonga, where the Roby Grain Co. has been forced to add a large warehouse to its elevator. As soon as the addition is completed, a corn mill will be installed and the wholesale and retail feed business conducted in conjunction with the grain shipping business.

Charles N. Clark, who sent us this information writes, "this is the way we ship this year's corn."



Roby Grain Co.'s First Shipment of New Corn from Watonga, Okla.

The Only Girl on 'Change.

Pitted against the furious bulls and growling bears of the Cincinnati Chamber of Commerce is a Wolfe—a May Wolfe, however, not a December, and therefore one that is amiable and popular, like the flowers in the spring, albeit unafraid of the strife and turmoil with which she finds herself surrounded. The accompanying engraving will give the readers of the Grain Dealers Journal a very good idea of the charming personality of the "only girl on 'Change'" in Cincinnati—Miss May Wolfe.

Miss Wolfe is just out of her teens and lives in the Norwood section of the big Ohio city. Every day she is at her desk in the grain trading section in the great hall of the Chamber, her official connection with the trade being thru J. A. Loudon & Co.

Beginning with the business as a stenographer, she mastered other lines of the work and is now Mr. Loudon's right-hand aide in the conduct of the business. She is perhaps the youngest of the business people on 'Change and it is a coincidence that her employer, James A. Loudon, is the oldest member of the Chamber, and an honorary one. He is about 85, but is still one of the liveliest members of the organization. In June of this year Mr. Loudon suffered an illness which kept him away from business for three weeks and during that time Miss Wolfe took the veteran's place on the floor.

This recalls the vain efforts of the daughter of Robt. Lindbloom to gain admission to the trading floor of the Chicago Board of Trade to look after the interests of her father.

One Kansas City commission firm has a very successful lady solicitor in Miss J. M. Barnhill and Miss B. E. Mannix

successfully conducts a grain brokerage business at Ft. Wayne, Ind.

Crop Reports

CANADA.

Winnipeg, Man., Nov. 4.—Wheat in store at country points, 7,070,000 bus.; inspected to date 38,151,750 bus. in 38,335 cars; in transit not inspected, 1,700,000 bus.; marketed at Winnipeg, 90,000 bus.; estimated allowance for country mills, 8,000,000 bus.; estimated allowance for seed and feed, 15,000,000 bus.; making a total of 71,011,750 bus. and an estimated balance in farmers' hands to market of 38,298,840 bus. Oats inspected to date, 6,890,000 bus.; barley, 1,963,000 bus.; flaxseed, 992,000 bus. Estimated acreage of wheat in Manitoba, Saskatchewan and Alberta, Oct. 15, 6,922,000 with average yield of 17.8 bus. per acre, producing 123,211,600 bus.; oats, 160,720,000 bus. on 3,920,000 acres, yielding an estimated average of 41 bus. per acre; barley, 29,715,000 bus. on 1,050,000 acres with average of 28.3 bus. per acre; and 3,599,000 bus. of flax on 305,000 acres, averaging 11.8 bus. per acre.—Frank O. Fowler, sec'y Northwest Grain Dealers' Ass'n.

Calgary, Alta., Nov. 8.—Preliminary estimates of Alberta's 1909 crop, just issued by the provincial department of Agri., report the acreage of spring wheat at 280,000, with estimated yield of 25 bus. per acre, producing 6,250,000 bus.; winter wheat 80,000 acres, producing 25 bus. per acre, gives yield of 2,000,000 bus.; 500,000 acres of oats with average yield of 45 bus. per acre produced 2,000,000 bus.; 100,000 acres of barley at 25 bus. average produced an estimated yield of 2,000,000 bus.; 1,000 acres of rye with 18 bus. per acre average yield; 9,700 acres of flax at an average yield of 3½ bus. per acre produced 32,450 bus.; 500 acres of speltz produced 11,500 bus. on an estimated average of 23 bus. per acre. Total acreage of all crops, 841,200, with total estimated yield of 30,861,950 bus. The averages are high when it is considered that the statistics include crops raised under shiftless methods. Crops on newly broken prairie were in evidence, and the Bow Valley district averages will be at least 25% in excess of the general average of the province.

ILLINOIS.

Peoria, Ill., Nov. 5.—Movement of corn this week was fair; expect it will be better next week if weather is favorable.—A. G. Tyng, Tyng, Hall & Co.

Crescent City, Ill., Nov. 5.—We have a good crop of corn this year in quantity, but a little damp for shelling. Some drying weather is needed to put it in shape to handle.—Harlan & Boughton.

INDIANA.

Union Mills, Ind., Oct. 27.—Corn husking is now beginning; one of the largest and best crops this county ever had.—A. Hay.

Wilkinson, Ind., Oct. 23.—Corn will be above the average per acre this season; and most of it in this vicinity will go on the market when in condition to shell, about Nov. 15.—Geo. W. Sowerwine.

IOWA.

Defiance, Ia., Nov. 2.—Corn is making good yields, 40 to 60 bus. per acre, but is quite sappy yet. It is now being cribbed rapidly.—S. Schryver, agt. Chas. Dooler Grain Co.

Shipley, Ia., Nov. 2.—Farmers are busy gathering in their corn, which is damp and in poor condition to crib. Some old corn in farmers' hands will probably hold over. Average yield about 33 bus.—J. J. Sketoe, agt. Western Elev. Co.

Des Moines, Ia., Nov. 8.—Only 36% of the Iowa farm surplus of oats has now been marketed, compared with 57% same date last year; 95% of the farm surplus of the old corn has now been sold by the farmers; farm consumption of this crop of corn promises to be 31% compared with the farm consumption of last crop based at 100; farmers are not contracting sale of new corn to any extent at the prices offered; would sell freely at 50c; Sept. estimate of the Iowa corn crop as follows: Acreage, 7,654,401; average yield, 33.6 bus.; total crop, 257,354,768 bus.; Oct. estimate was on yield per acre only; reports compiled showing average yield per acre to be 33.8 bus.; compiled estimate for Nov. based on hickory returns is as follows: Acreage, 7,850,576; yield per acre, 34.2; total crop, 268,280,569.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

Yale, Ia., Nov. 6.—The early picked corn is spoiling in the crib and the farmers are compelled to move same to save it. One farmer has sold about 300 bus. of the first picking for 45c. It became hot in the crib. The corn is all blown down around here and the farmers are gathering as fast as possible before the snow comes and covers it up.—B. Hayes.

KANSAS.

New Salem, Kan., Nov. 1.—New corn is moving freely. Wheat is rather scarce. Good crop of kafir corn commencing to move.—W. R. Coffey.

Sterling, Kan.—Wheat at this point nearly all marketed; corn a light crop; acreage for next year's wheat crop only ¾ what it was last year; growing wheat looking fine.—L. W. Peck, The Kansas Grn. Co.

Topeka, Kan., Nov. 9.—This state has produced 80,226,704 bus. of winter wheat on 6,384,875 acres; 732,036 bus. spring wheat on 65,859 acres; 147,005,120 bus. of corn on 7,117,878 acres; and 25,558,220 bus. of oats on 962,004 acres. Spring wheat shows a falling off in area of nearly 39%; after 3 or 4 years of rather extensive experiments with macaroni, which increased the area phenomenally, the industry seems in a rapid decline. While this year's area in corn was over 9% more than in 1908, the yield is less by 3,635,000 bus. Oats yielded better this year on the average than in any year since 1902, and the output from an area 15% larger is 53% greater than in 1908.—F. D. Coburn, sec'y Kan. Dept. of Agri.

KENTUCKY.

Louisville, Ky., Oct. 29.—Considerable local corn is coming in for feeding purposes. The movement of wheat is about over; the quality was very poor; in quantity it was about an average.—J. J. Hines, A. Brandeis & Sons.

Louisville, Ky., Oct. 29.—The wheat crop is practically a failure as pertains to quality and much reduced in volume from the average production. I understand there is a fairly good crop of corn, but much below that of last year. Harry H. Bingham, Bingham-Hewett Grain Co.

MICHIGAN.

Lansing, Mich., Nov. 6.—The condition of wheat compared with an average per cent in the state is 87. The estimated total number of bushels of wheat marketed in the 3 months, August-Oct., is 4,250,000. Fifty-six mills, elevators, and grain dealers report no wheat marketed in October. Estimated average yield of corn in bushels is 32 in the state.—Frederick C. Martindale, sec'y of state.

MISSOURI.

Malta Bend, Mo., Nov. 4.—Wheat most all out of farmers' hands, price for No. 2, \$1.15. Corn above an average crop, selling around 50c. Fall sown wheat looks fine; full acreage planted.—Fulton Everett.

Cairo, Ill., Oct. 30.—Corn is coming in fast; good quality. While the Mississippi River swept away millions of bus. of corn from the bottom lands, what was left is yielding well; this referring to the state of Missouri.—Ira Hastings, Samuel Hastings Co.

Marionville, Mo., Nov. 2.—About 10% of 1909 wheat crop in farmers' hands. Small acreage sown on account of continued drouth. Wheat beginning to show since the last rains. Corn half crop with full acreage. Farmers are in better shape for corn than last year.—W. H. Bradford.

NEBRASKA.

Manley, Neb., Oct. 27.—Corn husking is in full swing; is making on an average 25 bus. to the acre, as the farmers have said it would. A little old corn is in the farmers' hands, but not nearly enough to make this year's crop equal to that of last; this section will be short some corn to sell during the coming year.—W. B. Essick, mgr. Manley Co-op. Grn. Ass'n.

NORTH DAKOTA.

Yucca, N. D., Oct. 26.—Wheat yielding about 15 bus.; oats, 40 bus.; flax about 10 bus.; all good grade.—Chas. W. Estee.

Honeyford, N. D., Oct. 21.—Crops average: wheat, 13½ bus.; flax, 8; barley, 20, and oats, 25.—Olaf S. Lund, agt. Monarch Elev. Co.

Walum, N. D., Oct. 23.—Very little grain moving so far. This fall farmers are busy plowing; expect some grain to move after freeze up.—O. B. Tausan.

Ross, N. D., Oct. 22.—The wheat crop was good around here, but the flax was just fair; oat crop was good. The 3 elevators here have done a nice business and there is a lot of grain to come yet.—Wm. Nott.



Miss May Wolfe, Cincinnati, O.

Lidgerwood, N. D., Oct. 8.—Good crops here this year, but farmers are not selling very freely yet.—J. A. Black, agt. Thorpe Eltr. Co.

Drayton, N. D., Oct. 7.—Grain movement slow; yields very poor in this vicinity this season.—John Crowder, agt. Minn. & Nor. Eltr. Co.

Epping, N. D., Oct. 4.—Wheat is running about 25 bus. to the acre and grades No. 1.—H. A. Schroeder, agt. St. Anthony & Dak. Eltr. Co.

Crary, N. D., Oct. 4.—Wheat average about 18 to 20 bus. per acre; average grade, No. 2 Northern.—A. H. Orchard, agt. Duluth Eltr. Co.

Eckman, N. D., Oct. 14.—Fully 75% of the farmers in this section are holding their wheat.—E. J. Capwell, agt. C. G. Ireys Eltr. Co.

Barton, N. D., Oct. 12.—Crops around here good, about 18 bus. to the acre on an average.—H. B. Hanson, agt. St. Anthony & Dak. Eltr. Co.

Arnold, N. D., Oct. 5.—Wheat yield averages 12½ bus. per acre; oats, 40; flax, 10; speltz, 50 bus.—Ferdinand Ehler, agt. C. G. Ireys Eltr. Co.

Elliot, N. D., Oct. 4.—Average yield of durum about 18 bus. per acre; oats, 50; barley, 35; flax, 17.—E. C. Andrews, mgr. Independent Eltr. Co.

McVillie, N. D., Oct. 4.—Crops are good in yield, but quality was damaged considerably by heavy rains thru this section.—Mel Frederick, buyer Case Eltr. Co.

Hannah, N. D., Oct. 4.—Average yield of wheat is 14 bus. per acre; oats, 30; barley, 20; flax, 10; quality very good.—O. E. Countryman, agt. St. A. & Dak. Eltr. Co.

Bergen, N. D., Oct. 1.—Wheat was poor here this year, crop only averaged about 10 bus. per acre; flax about 4.—Henry M. Heggen, agt. Osborne-McMillan Eltr. Co.

Hankinson, N. D., Oct. 12.—Wheat yield averages about 14 bus. to acre; durum, 15; flax, 8; barley, 20; oats, 25 to 30.—W. T. Spencer, agt. Osborne-McMillan Eltr. Co.

Hickson, N. D., Oct. 2.—Wheat yield in this vicinity averages about 16 bus. per acre. Very little of it is marketed, as farmers are holding for higher prices.—H. A. Smeby.

Finley, N. D., Oct. 4.—Grain is being marketed very slowly at this station. The average yield of wheat is about 14 bus. of poor quality.—O. E. Zeiner, agt. St. A. & Dak. Eltr. Co.

Fargo, N. D., Oct. 29.—Only about one-third of the grain crop in this section has been marketed and nothing will move until it freezes up as the farmers are busy plowing.—B. E. Gray.

Cando, N. D., Oct. 10.—Threshing is about finished and farmers have turned to their plows. Grain hauling will be light until ground is frozen.—Giles Campbell, agt. Imperial Eltr. Co.

Arvilla, N. D., Oct. 3.—Crops all threshed here; yield per acre about 18 bus. wheat; barley, 25; oats, 40; flax, 14. About 60% of the crop is marketed.—R. I. Parsons, mgr. Farmers Eltr. Co.

Davenport, N. D., Oct. 4.—About half the crop is marketed; wheat will average about 15 bus. per acre. Very little flax and barley raised this year.—G. M. Myhra, agt. Andrews Grain Co.

Glover, N. D., Oct. 2.—The average yield of flax is from 8 to 10 bus.; durum wheat, 15 bus.; spring wheat, 13 bus.; barley, 20 bus.; and oats, 40 to 55 bus.—James Clemenson, agt. Monarch Eltr. Co.

Galesburg, N. D., Oct. 4.—Threshing is just about completed in this neighborhood. Crops somewhat better than last year in quantity, but quality not so good.—M. J. Moe, mgr. Galesburg Farmers Eltr. Co.

Turtle Lake, N. D., Oct. 30.—Wheat in this vicinity averages about 12 to 13 bus. per acre; flax about 7; oats, 25. Considerable threshing to be done yet.—E. J. Freeman, agt. Regan & Lyness Eltr. Co.

Hensel, N. D., Oct. 9.—Average yield of wheat 7 bus. per acre; barley, 10; oats, 15. About half of acreage drowned this year. Farmers in this vicinity are holding all grain.—W. W. Whipple, agt. Thorpe Eltr. Co.

Walhalla, N. D., Oct. 22.—Grain movement is very slow this fall; farmers holding for that big \$ mark; crop average about 15 bus. wheat; oats and barley under average; fall work backward.—Lee Bros.

Baldwin, N. D., Nov. 3.—Grain moving very slowly at this point; hail damaged crop here at least 60%; outside of hail district yield is fairly good; flax 12 bus. and wheat, 14 bus.—C. W. Reynolds, agt. Dodge Eltr. Co.

Mantador, N. D., Oct. 4.—Shock threshing is completed here and stack threshing soon will be if the good weather we have had for the past few weeks continues a while longer.—W. F. Benz, agt. Osborne-McMillan Eltr. Co.

Medford, N. D., Oct. 4.—Threshing all done; average yield of wheat, 17 bus. per acre; oats, 25; barley, 22; flax, 15. Grain is moving slowly, farmers are putting most of theirs in granaries.—J. H. Warren, agt. Northland Eltr. Co.

Calvin, N. D., Oct. 25.—Our wheat yield here this season is 14 bus. per acre, of very high quality, 75% of it grading hard. Oats and barley yielded 35 and 25, respectively, but quality not so good as last year.—W. R. Hendry.

Hoople, N. D., Sept. 23.—The wheat yield is about 70% of what was expected during harvesting. Threshing will be completed this week. Farmers are holding their wheat for higher prices.—H. P. Larson, mgr. Farmers Grain Co.

Penn, N. D., Oct. 21.—Threshing all done; only one-half day of rain during threshing season. This station will handle 250,000 bus. grain; about 65 per cent of grain marketed; farmers are plowing; ground very dry.—H. C. Kornder.

Antelope, N. D.—The grain business in the northwest is the best that it has been for years and the grain is of a good milling quality. I have had a large business so far this season; yield is 20 bus. per acre.—John F. Hamden, agt. Lyon Eltr. Co.

Hillsboro, N. D., Oct. 5.—Grain yields in our vicinity are moderate and grades poor. Farmers are holding back their grain for better prices, so there has been no rush at the eltrs. thruout the Red River valley this fall.—J. S. Broberg, agt. Minn.-Nor. Eltr. Co.

Clifford, N. D., Oct. 5.—About 50% of the grain is marketed at this station. I think. About half the wheat grades No. 1 and balance No. 2 and lower. Weather has been fine and threshing is just about finished.—G. H. Bristol, mgr. Clifford Farmers Eltr. Co.

Litchfield, N. D., Oct. 4.—Threshing completed Oct. 1. Very dry for plowing; average yield spring wheat, 16 bus. per acre; durum, 14; flax, 8 to 9; new oats, 10; barley, poor; oats, good yield, about 40 bus. per acre.—Fred Bettschen, agt. Gt. Western Eltr. Co.

Starkweather, N. D., Oct. 22.—Crops were good in this neighborhood, wheat averaging about 16 bus. and grading No. 1; about 50% of the crop was hauled in and the balance will come in gradually during the fall and winter.—A. T. Hilden, agt. St. Anthony & Dak. Eltr. Co.

Mapleton, N. D., Oct. 4.—Crops were fair in this neighborhood, and the bulk is already marketed so our rush is over. The Andrews Grain Co. has handled about 120,000 bus. and I have handled between 90,000 and 100,000 bus. thru this eltr.—C. N. Nolen, agt. Amelia Eltr. Co.

Pickert, N. D., Oct. 20.—Some farmers are experimenting with winter wheat and rye this fall; threshing is completed and farmers are busy plowing; this work is very backward, only about 20% of it being finished. Farmers are holding their wheat for \$1 mark.—J. C. Walters, agt. Amelia Eltr. Co.

Lorain sta., Loraine p. o., N. D., Oct. 5.—Wheat yield about 10 bus. per acre and 50% marketed; oats, 30 bus. per acre, 25% marketed; barley, 25 bus. per acre, 40% marketed; flax, 5 bus. per acre and 60% marketed. Hail knocked out about 50,000 bus. tributary to Loraine.—M. L. Buckland, agt. McCabe Bros.

Embsina, N. D., Oct. 21.—In immediate vicinity of Embsina wheat and oat crops were good; barley and flax medium crop. Wheat will average 15 bus. to acre and oats, 35 to 40, of good quality; barley 12 bus., and flax, 10 bus. Wheat is being held back by farmers, expecting to get better prices later on.—H. L. McDougall.

Enderlin, N. D., Oct. 7.—In this vicinity durum wheat will yield an average of 13 bus. per acre; northern wheat, about 20; flax, 8; barley, 25; and oats, 35. Many farmers are holding their grain for higher prices. Threshing just done. Have had a good year with good corn on the small acreage that was planted.—M. W. Scanlon, agt. Osborne-McMillan Eltr. Co.

Valley City, N. D., Oct. 21.—Grain is not moving to market as plentifully as in previous years. Farmers seem to be holding for higher prices thru force of habit and because a farmer is by nature a bull on grain prices. The crop in this section is but little larger than last year. Barley is a short crop, also flax; and the quality of wheat and barley is not up to last year's crop. We have had a very dry fall.—J. H. S. Thompson, mgr. Farmers Coop. Eltr. Co.

OHIO.

Pemberton, O., Oct. 25.—The corn is fine in this section of the country.—E. E. Harbours & Son.

Plimpton, O., Oct. 23.—Wheat moving very rapidly at present, but most of farmers are holding for \$1.25.—Horn & Smyser.

Monroeville, O., Oct. 26.—Corn will run about 20% more than last year; will be moving soon.—E. W. Armstrong, Heyman Mlg. Co.

Van Wert, O.—New corn is moving quite freely, but it is not in as good condition as it was last year at this date.—Chas. T. Pierce.

Marysville, O., Oct. 26.—Corn is no better than last year on an average; quality 5% under and 3 weeks later than last year.—John C. Spurrier.

Brice, O., Oct. 26.—Corn crop not as heavy as last year; about 80%. Acreage same. Wheat moving freely; great scarcity of cars.—J. H. Motz.

Yorkshire, O., Oct. 26.—We will have a bumper corn crop, average about 60 bus. per acre. Biggest since 1900. Will begin moving about Nov. 10.—J. M. De Weese.

Duval, O., Oct. 26.—It will be 30 days before it will be safe to move corn; of course, some will be moved before that, but it will not be safe to do so.—W. H. Reid.

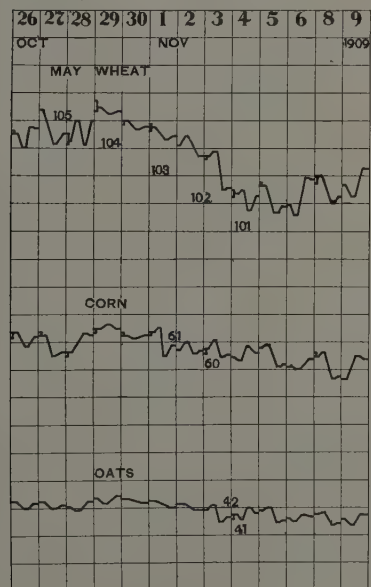
Toledo, O., Oct. 26.—Corn in Henry county, in fact all thru northwestern Ohio, is not turning out as expected and we shall not have over one-half a crop.—J. W. Long.

Toledo, O., Oct. 26.—In Henry and Wood counties there will be a shortage in corn of 25%, altho same acreage as last year. This is because of drought just when the corn was beginning to ear and caused it to fire.—John Wickenhiser.

Worthington, O., Oct. 30.—Corn damp, quality extra good, 30% larger crop than last year. Wheat a thing of the past, poor quality and yield; but acreage sown to winter wheat and rye 33% greater than last year and fine stand.—D. C. Brand.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Nov. 10 are given on the chart herewith.



Dresden, O., Oct. 25.—Corn crop above the average in yield, quality and acreage. Have been shipping new crop since Oct. 5; price 48 and 50c to the farmer. Not many will sell for less than 50c. Some are cribbing already. The next 3 weeks will see a great amount cribbed if the weather is favorable. About 65% of wheat crop still in farmers' hands, being held for higher prices. Price now \$1.15. Wheat was an average yield, but much of it inferior quality. Large acreage seeded to wheat this fall. Early sowing making good start since the recent rains. Very dry early. Much of the late sowing just coming up, but will get good start if cold weather holds off another month. Oat crop was light, but good quality; bringing 40c per bu. Cars hard to get in sufficient supply to meet the demand.—Dresden Grain & Supply Co.

Columbus, O., Nov. 1.—Ohio's wheat area for the 1910 harvest, as estimated by the official correspondents of this department, shows but a small increase over the original area sown for the harvest just past, being reported at 1,721,030 acres, against 1,711,047 acres last year. The area seeded is such that the yield per acre should be far above an average, Ohio cannot hope to produce a normal crop. The condition of the growing plant is estimated at 83%, compared with an average. Average date of seeding was Sept. 27. Early sown wheat is in a promising condition, but a greater part of the grain was seeded late and on many fields the plant is just appearing above ground, while reports of its poor condition are general over the state. Cool weather has seriously retarded its growth, and should we have an early winter there is grave danger that the plant will not have attained sufficient strength and growth to withstand its rigors. The statistics on alfalfa show that the total estimated production this year was 12,134 tons in excess of the crop of 1908. The average number of cuttings and the average production per acre are the same as reported last year. The area seeded to rye is estimated at 53,269 acres, 91% in comparison with the area seeded for the 1907 harvest. Corn prospects show an improvement of 3% during the last month, being estimated at 90%, compared with an average. While some correspondents report that the crop is not husking out as well as anticipated, the results generally as to quality and quantity are most satisfactory, and the total production will exceed that of last year. Statistics not given in detail above are as follows: Alfalfa—Area in 1908 as returned by township assessors, 16,236 acres; area compared with last year, 95%; estimated area in 1909, 15,518 acres; total tons produced per acre from all cuttings, 3; total estimated product for 1909, 49,927 tons; number of cuttings this year, 3. Rye—area sown last fall as returned by township assessors, 53,376 acres; sown this fall compared with last year, 91%; estimated area seeded for the harvest of 1910, 53,269 acres; condition compared with an average, 87%. Buckwheat—prospects compared with an average, 87%.—Ohio Dept. of Agri.

OKLAHOMA.

Quinlan, Okla., Oct. 25.—We will have no grain to ship out this year, but the wheat looks well that is up and there will be a big crop put out this fall.—A. J. Robertson.

Skiatook, Okla.—Corn is moving rapidly; we have but 30,000 bus. to date and it is not yet half in; look for 100,000 bus. to be marketed here.—A. B. McCray, agt. Binding Stevens Grain Co.

OREGON.

Forest Grove, Ore., Oct. 22.—Crops of grain in this section were good this year.—W. R. Hicks.

SOUTHEAST.

Chilhowie, Va., Nov. 5.—Owing to extreme drouth southwest Virginia has not more than 70% of average wheat crop seeded and much of this is not up, and weather continues exceedingly dry; wheat is selling here at \$1.25, while the largest crops are being held for higher prices, farmers expecting a repetition of last year's market later.—Jas. L. Vance & Co., A. A. Ellis, sec'y.

TEXAS.

Seguin, Tex., Nov. 4.—Our corn crop is very short and we will have to ship in all our needs in the grain line.—R. J. Willman.

Belton, Tex., Oct. 28.—The corn crop in Bell and adjacent counties north and west was a failure. We are now drawing on the southwest for corn, oats, hay and mill products; there will be a greater acreage

put in oats, wheat and barley than was planted last season; the volunteer oat crop is much better than was expected and will increase the next crop considerably.—E. R. Everett, Everett Grn. Co.

WISCONSIN.

Salem, Wis.—Crops have been a little above the average with us this season. An unusual amount of spring wheat crops harvested, turning out about 25 to 30 bus. per acre and of good quality. While oats did not yield a large average per acre they were of excellent quality. Corn promises to be a large crop; farmers are about half thru with their husking.—C. B. Gaines' Sons Co.

Madison, Wis., Nov. 1.—The following are the average yields of Wisconsin farm crops for the season of 1909: Wheat, 18½ bus.; corn (shelled), 36 bus.; rye, 18½ bus.; oats, 37 bus.; barley, 30 bus.; buckwheat, 16½ bus.; flax, 15 bus.; peas, 19 bus.; beans, 16½ bus.; tame hay, 1½ tons. Quality of the various products: wheat, 95½%; corn, 87½%; rye, 95%; oats, 100%; barley, 90%; buckwheat, 88%; peas, 84%; beans, 95%; tame hay, 95%.—John M. True, sec'y Wis. State Bd. of Agri.

GOVERNMENT CROP REPORT.

Washington, D. C., Nov. 8.—The crop reporting board of the Dept. of Agriculture estimates that the average yield per acre of corn is 25.4 bus., against 26.2 bus. as finally estimated in 1908, 25.9 in 1907, and 25.8, the average of the past ten years. The indicated total production is 2,767,316,000 bus., against 2,668,651,000 as finally estimated in 1908. The quality is 84.2 per cent, against 86.9 last year. Comparisons for important corn states follow:

States.	Yield, 1909.	Total Production, 1900 omitted.	
		1909.	1908.
Illinois	35.9	366,395	298,620
Iowa	31.5	294,210	287,456
Nebraska	24.8	196,565	205,767
Missouri	26.4	215,028	203,634
Texas	14.2	117,107	201,848
Kansas	19.9	155,419	166,200
Indiana	40.0	196,520	137,835
Ohio	39.5	151,443	136,675
Oklahoma	17.0	100,555	122,239
Kentucky	29.0	103,472	84,823
Tennessee	22.0	75,174	83,080
Michigan	35.4	69,950	60,420
South Dakota	31.7	65,270	57,677
Pennsylvania	32.0	48,256	57,275
Arkansas	18.0	32,002	54,035
Georgia	13.9	62,161	53,750
North Carolina	16.8	48,686	50,166
Virginia	23.2	47,328	50,050
Wisconsin	33.0	50,589	49,674
Minnesota	34.8	58,464	46,835
Mississippi	12.5	41,499	46,845
Alabama	13.5	43,646	44,335
Louisiana	23.0	51,198	33,898
South Carolina	16.7	37,041	29,229
All other	29.2	119,338	116,785

About 3.0 per cent (79,799,000 bus.) of the corn crop of 1908 is estimated to have been in farmers' hands on Nov. 1, against 2.7 per cent (71,124,000 bus.) of the 1907 crop in farmers' hands on Nov. 1, 1908, and 4.1 per cent, the average of the similar estimates for the past ten years.

Of wheat the average weight per measured bushel of this year's crop is 58.0 pounds, against 58.3 pounds in 1908, and 57.4 pounds, the ten-year average.

Of oats the average weight per measured bushel of this year's crop is 32.7 pounds, against 29.8 pounds in 1908, and 30.9 pounds, the ten-year average.

For buckwheat the preliminary estimate of the average yield per acre is 20.8 bushels, against 19.8 bushels as finally estimated in 1908, 17.9 in 1907 and 18.0, the average for the past ten years. A total production of 16,692,000 bus. is thus indicated, against 15,874,000 bus. in 1908. The quality is 91.1 per cent, against 90.7 last year, and 90.4 the ten-year average.

The flaxseed yield per acre is 9.4 bus., against 9.5 bus. as finally estimated in 1908, 9.0 bus. in 1907, and a seven-year average of 9.5 bus. A total production of 25,767,000 bus. is thus indicated, against 25,805,000 bus. as finally estimated in 1908. The average as to quality is 92.1 per cent, against 91.4 in 1908, 89.7 in 1907, and a six-year average of 90.3.

Washington, D. C., Nov. 10.—The Department of Agriculture estimates the production of winter wheat as 432,920,000 bus.; of spring wheat, 291,848,000 bus.; of oats, 983,618,000 bus.; of barley, 164,366,000 bus.; and of rye, 81,006,000 bus.

AN ESTIMATE OF THE CORN CROP.

Chicago, Nov. 4.—The returns to me from my inquiries made over the so-called seven surplus states and Oklahoma indicate better results than expected where the corn crop went through without damage and

also that estimates made Sept. 1 of the damage west and southwest by drought were not hysterical.

	Nov. 4th.	Sept. 1st.	Increase.
Ohio	147,000,000	130,000,000	17,000,000
Ind.	194,000,000	185,000,000	9,000,000
Ill.	378,000,000	338,000,000	37,000,000
Iowa	234,000,000	268,000,000	26,000,000
Neb.	178,000,000	167,000,000	11,000,000
Kan.	119,000,000	112,000,000	7,000,000
Mo.	180,000,000	174,000,000	6,000,000
Okla.	84,000,000	79,000,000	5,000,000

Total increase..... 118,000,000
Sept. 1 estimate 1909 crop, bus. 2,486,000,000

Nov. 1 estimate 1909 crop..... 2,604,000,000
I find in Illinois, Indiana and Ohio 153,000,000 more than the government report showed for November a year ago. At first glance this looks very bearish, but with Mexico and Texas in the market for 100,000,000 of corn, with an export demand that will take at about present price, 50,000,000 more in a short time, if perhaps for deferred shipment, and with Oklahoma, Kansas, Missouri and southern Nebraska to take Iowa's corn, together with their other surplus corn west of the Mississippi River, you will find that already millions of bushels of corn have been sold for export and that Texas and Mexico have found that they must come to Illinois and Indiana for corn that they are buying it every day right in Chicago territory.

A decline of three cents would stop a lot of the farmers selling, increase the export and other demands and hurry those conditions that will make for materially higher prices. I feel that prices will not advance now, but will rather work a little lower, until the market has demonstrated its ability to take care of a very liberal movement.—Geo. H. Phillips.

Wording Orders.

Orders to brokers for the execution of transactions in future delivery of grain should be brief.

Attempts to make the meaning plainer by saying the same thing over again in different words only create misunderstanding, mistakes, losses and bad feeling. Remember that your broker may trade regularly in a market other than the one you have in mind, and in other months the price of which may be nearly the same, or near enough to cause confusion.

Make your order complete. Specify both at what price profit is to be taken and loss stopped, and change your profit and loss points in subsequent messages. Your trades then will not run to unexpected loss; neither will your broker be wiring you for more margin than you contemplated depositing.

Orders are canceled at the close of the market day, unless specified to be held "Open" till executed. Stop orders are "open" until filled.

By having the telegraph operator read the message before sending you will sometimes find it conveys a meaning different than intended and can make the correction before it has sped on its way.

An example of the peculiar wording of some orders received by commission merchants follows, and if executed the brokers, J. F. Zahm & Co., declare they would have been kept awake nights watching it:

"Buy 2,000 December wheat but no higher than 1.18½ and if possible less, but if less than 1.18 cents do not buy any at all. Now if you can buy some for me and he drops ¼ cents from buying price sell it at once, and if he raises one cent and goes over it watch him if he begins to drop, sell at once. If he comes down to that cent and even if he does not make a cent, if drops sell him. Now if he goes over a cent follow him up as high as he goes, and when he drops ½ cent from high point sell him. Hoping you will understand my letter alright. If possible I do not want to lose any money on this deal."

Observations on Elevator Appearances.

BY UNCLE PEDRO.

Some people with two good eyes seem not to see anything; others see almost everything. I have traveled up and down several miles of this great country, and while I have not seen the whole show, yet I have noticed several things. If you went into a grocery store to replenish your pantry and the clerk had to slap the cat a couple of times to get it off the crackers so he could fill your order, or if in passing the store you slipped down in the tobacco spit, you would go out of that place never to return if you could help it, saying to yourself and maybe to others, "that store is too dirty for a decent person to enter."

Did you ever go into a grain office and see it carpeted and furnished with fine furniture, etc. Probably not around a country elevator; but your Uncle Pedro has seen a grain office so dirty that it would not be safe to have a manure spreader stop near it for fear of overloading it. Did you ever stop to think that a grain office is a place for business, just as much as a store, and pride ought to be taken in it? Some fellows seem to think, "Oh, it does not make any difference, as none but men come in."

Here is your mistake. In the first place ladies come to the grain office frequently. I have had them come to sell their grain, to settle up. They call and ask prices, when the husband, if they are unfortunate enough to have one, is in the field, or helping a neighbor thresh. I have had them come with a load, probably the husband was along. The lady would get off and make herself comfortable in the office while the load was being weighed, dumped and settled for.

The same thing is true with children and grown-up daughters. I have seen ladies who would rather stand outside than go in some offices; and as a matter of choice I would agree with them.

Did you ever think the condition of your office marks the condition of your loafers' actions to a great extent. I want to explain the word "loafers" to mean simply those who come in and visit a while. I like to have farmers and others come in often and talk with me. If I am busy I don't talk long. Usually I have some papers on the desk and a good hot fire in cold weather. I try to make it inviting. I have no fine furniture, usually a couple chairs and a bench to sit on. Our floor is old, but clean, and it is not once a month that any one spits on it. I do not use profane language and others respect my example. By making it pleasant for any one to call in, be it ladies or gentlemen, all come in to talk over the markets. I find out what they have to sell and when they sell we get a chance at it. There is no reason why offices of country elevators can not be just as inviting as the store. If you have a bottle of "Hell cider" and some old strong pipes around, you will soon have a batch of visitors who will pollute your office and your business.

One place where I operated a country elevator I had an office about 60 ft. from the elevator. It was a very common structure but a popular place for callers. The preacher, the mechanics and in fact any one was a frequent caller there. Often farmers would meet in the street and come into the grain office to talk over business transactions of their own, probably to settle some old accounts, or buy a team. Almost invariably they called

at our office because they knew they were welcome, and they would find a place to sit down and paper to figure on. We swept out every day and occasionally scrubbed out. No loud or indecent language was used and it soon was a popular place.

Nine times out of ten if a farmer comes in to talk to some one else, or to get warm, he will ask the prices of grain. You can soon find out what he has and before he knows it you have him as one of your regular customers.

FIRE HAZARD OF WEEDS: If you saw a bunch of grass on fire and the fire running towards a building, you would get a move on to extinguish the flames. Did you ever think the weeds around the elevator can easily catch fire from a passing locomotive? Cut them, cut them at the roots and get away with them.

ELEVATOR APPROACHES: If a horse should step through a bridge and break a leg what a holler and probably a damage suit would follow, about the good-for-nothing bridge, but how many approaches to elevators, also dump floors, are unsafe, and if a horse is injured the grain boss is the payer.

LITTLE DETAILS about a place is what counts, just as well as the buying. So many elevators are run by agents, and some of those agents seem to think it is beneath their dignity to repair anything or clean up about the premises. They seem to think they get their salary anyway and that is all there is to it. That theory will work sometimes for a while, but it is not a substantial theory. If agents could only twist themselves around and imagine themselves as owner and hire a man to operate for you, and know he didn't do these little odds and ends when he could just as well as not. Say, the appearance of the entire premises and general condition has a great deal to do with your rating as an "all around elevator man." You don't have to spend very much money or kill yourself working to keep things up in "ship shape."

I find the Grain Dealers Journal a good companion, as I am still interested in the doings of others in the grain business, tho no longer in it myself.—Chas. W. Estee, former agt. Sleepy Eye Mfg. Co., Hecla, S. D., now at Yucca, N. D.

The American Malting Co.'s annual report shows that the earnings of that so-called "trust" were nil during the last fiscal year. With 30 per cent of the malting capacity of the United States and \$30,000,000 capital its profits during the last year are given as \$450,000. The major portion of this was from profitable sales of the company in the year preceding, that were delivered within the last fiscal year.

James D. Colt, receiver of the Haight, Freese Co., of Boston, notorious as the biggest bucket shop concern in the country, said at the conclusion of his period of service as receiver that the publicity attending the methods of the concern had brot about legislation in various states which has prevented the continuance in Massachusetts and other commonwealths of what had become a very serious public evil. "It is safe to say," he asserts, "that the city of Boston, in which prior to the commencement of this case a great number of bucket shops were conducting business, is now practically free from them. This in itself is a matter for congratulation."

Indefinite Wording of Orders.

Many differences arise in grain trade contracts simply because someone is careless in the use of English or fails to state fully and clearly what is desired and intended. The purpose of having confirmations is to provide in advance spaces for the essential information to every contract and thereby reduce the opportunity for omission. In the haste of writing telegrams and letters, grain dealers often omit essential features of their contract altho they had a clear conception of what they intended. Carelessness in this matter has recently been brought to light by ambiguous orders sent to brokers, as is noticed elsewhere in this number.

While it is quite unusual for grain dealers in ordering cars to specify the day they desire the cars, the Supreme Court of Kansas holds that those seeking the protection of the statutes must comply with the law and specifically state when the cars are wanted. This decision which was rendered recently is as follows:

W. D. Cox, et al

vs.
The Missouri, Kansas & Texas
Railway Company.

ERROR FROM ALLEN COUNTY.

OPINION PER CURIAM.

The question to be decided is whether an application for freight cars under the provisions of the reciprocal demurrage law was sufficient to permit the recovery of penalties for the failure of the defendant Company to comply with the request. The application was as follows:

Elsmore, Kans., Nov. 9th, 1905.

Agent M. K. & T. Ry.

Please set on your side track here two box cars suitable for loading with shelled corn, to be shipped to Rosedale, Kas.

W. D. Cox & Son.

The statute provides that: "When the owner, manager or shipper of any freight of any kind shall make application in writing to the superintendent, agent or other person in charge of transportation of any railroad company, receiver or trustee operating a line of railway at any point that cars are desired upon which to ship freight, it shall be the duty of such railroad company, trustee or other person in charge thereof to supply the number of cars so required at the point indicated in the application within a reasonable length of time thereafter, not to exceed six days from the receipt of such application, and shall supply such cars to the person or persons so applying therefor in order in which such applications are made, without giving preference to any person; provided, if the application be for ten cars or less, the same shall be furnished in three days; and provided further, that if the application be for thirty cars or more, the railway company may have ten full days in which to supply the cars."

"Said application for cars shall state the number of cars desired, place at which they are desired, and the time they are desired; provided, that the place at which they shall be at some station or public switch on the line of its road." (Laws, 1905, Chap. 345, Sect. 2 and 3.)

In the application in this case no mention is made of the time when the cars were desired, but it is insisted that the absence of this statement should be interpreted to mean that they are wanted now. To so construe the statute would be to excite one of the three material statutory requirements. This would be legislation and not interpretation.

In Patterson v. Railway Co., 77 Kan. 236, the words "at once" in said application were held to be the equivalent of "today," and therefore sufficient, but in this case there are no words relating to time to be construed. The district court did not err in refusing to read into the application a material requirement which the plaintiff had omitted.

There is no hardship in requiring the shipper to observe the simple and plain provisions of the statute if he wishes to recover penalties of its violation.

The judgment is affirmed.

Free Storage

Free storage of grain and advancing money to farmers without interest are two evils that have been forced upon the trade by competition. These practices have been so harmful to both dealer and farmer that they have been discontinued in many localities. The experience and opinions of many dealers on free storage are given herewith. Most of them condemn the practice.

Do Not Store.

Prairie City, Ill.—We do no storing of grain, free or otherwise.—Agt. Jackson Grn Co.

Have Discontinued Storage.

Hildreth, Ill.—We have cut out the storage altogether.—Nat'l Eltr. Co., per H. L. Reed.

Do Not Store.

McClure, Ill.—No wheat is being stored here this year in elevator of Carbondale Mill & Elevator Co.—A. T. Sams.

Storage Is Unprofitable.

Dudley, Ill.—The custom at this station is to take oats on storage first 30 days free, $\frac{1}{2}$ ¢ per month thereafter until settled for. We do not like the practice and are getting away from it fast as possible. Think it unprofitable business for the elevator man.—Rudy & Co.

Free Storage If Sold in 30 Days.

Eldred, Ill.—We do but little storage business here. If grain is sold within first 30 days storage free, otherwise storage to start at time wheat is delivered. I refuse to advance money under any circumstances without a bankable note.—W. C. Field & Co., by W. C. Field.

Thirty Days Free; Then Half Cent per Bu.

Stillman Valley, Ill.—We grant free storage for 30 days, charging $\frac{1}{4}$ ¢ per bu. per month thereafter. Very seldom advance any money and charge interest when we do. Am very well satisfied with results obtained from our practice.—T. H. Barnes, agt. Neola Elevator Co.

Quit Free Storage.

Viriden, Ill.—It has been the custom here to grant free storage but we have quit it. We charge $\frac{1}{2}$ ¢ per month on grain. We advance money on grain and charge 6 per cent but think it a poor business. Also consider free storage a losing business.—J. W. Bradway, mgr. Viriden Grain Co.

Will Not Accept New Corn for Storage.

Mt. Zion, Ill.—It has been our custom to store grain for the farmers, the length of time being optional with them. Storage rates are $\frac{1}{2}$ ¢ per bu. per month on corn, $\frac{1}{4}$ ¢ on oats. We sometimes advance money. Personally I do not like the custom and will not accept corn on storage from the new crop.—W. S. Smith.

Dissatisfaction Over Stored Grain.

Millersville, Ill.—I have never stored grain free or otherwise. I can use my elevator to better advantage than storing grain for the farmers. I have heard more complaint and dissatisfaction over stored grain than any one thing and for this reason I store no man's grain. I charge interest on advances and so state when made.—Ben A. Neal.

Storage Creates Hard Feeling.

Forsyth, Ill.—We store grain first 30 days free, after that $\frac{1}{2}$ ¢ per bu. I think it a disadvantage both to the grain man and the farmer and I advise all not to store and discourage them all I can. It creates a hard feeling between farmer and dealer and I think it should be discontinued. We advance money on grain and collect interest if over 6 months.—Shellabarger Elevator Co.

Half a Cent per Bu. After Forty Days.

Cambridge, Ill.—We give farmers 40 days free storage, 1, e., 10 days to get grain in and 30 days storage, making 40 in all. This is on grain that is dry and not liable to

heat. During threshing season we give only 20 or 30 days free storage. We charge $\frac{1}{2}$ ¢ bu. per month. One disadvantage of storing grain is that if it goes thru the sweat on our hands we have to stand the shrink. We advance very little money on grain not sold without charging interest.—Wm. Ringle & Co., per H. C. R.

One Month Free.

Polio, Ill.—We give one month free, thereafter $\frac{1}{2}$ ¢ per bu. per month. We do not make a practice of advancing money on grain as it is rather a poor habit to get the farmers into.—Herbert & Hackett.

Radically Opposed to Free Storage.

Elkhart, Ill.—Our practice here is to give 30 days for free storage and to charge $\frac{1}{2}$ ¢ per bu. per month thereafter. Like other human beings we abuse the rule now and then and many times the farmers get 60 to 90 days free. We are radically opposed to any free storage. Why should an elevator owner give his storage room, or any part of it, away? We believe free storage is a disadvantage to the farmer as well as to the elevator owner. Not much money advanced without charging interest.—Beggs & Lynd.

30 Days Free; Half Cent Thereafter.

Tremont, Ill.—In my 27 years in business I have stored only 800 bus. I give 30 days free, $\frac{1}{2}$ ¢ per month thereafter. As to advances on grain, I do not make a practice only where parties are in need of money before they get thru hauling. I do not advance any more than value of grain delivered. I think a farmer in good standing will not ask for an advance and generally you will have a hard time getting it from those who do. I tell them to go to bank and get it, as we are not doing a banking business.—J. Velde, agt. Smith-Hippen Co.

Dealer Cannot Afford to Store for Half Cent.

La Place, Ill.—Thirty days free storage, $\frac{1}{2}$ ¢ per month thereafter; do not advance money to farmer. If farmer wants money advise him to sell or go to bank and get it on his receipt for grain. Always discourage storing; think farmer should sell or keep it home as average country dealer cannot afford to take care of it for $\frac{1}{2}$ ¢ as it ties up his room. If he preserves identity of the grain and ships it out he is forced to hedge which is not always a sure way to get a profit. Think rate should be made 1¢ per bu. per month and stop the practice.—Chapman Bros. & Wilson.

Thirty Days Free, Then Half Cent Per Month.

Ransom, Ill.—Present notice says: "Corn stored free 30 days, then $\frac{1}{2}$ ¢ per month; oats 60 days, and then $\frac{1}{4}$ ¢ per month; grain insured by Eltr. Co. in both cases." Oats will be made 30 days and $\frac{1}{2}$ ¢ another season. Am glad to say we carry but little stored grain at any time and discourage practice in all ways possible. Money is advanced when on hand for 30 days free; if for longer 7 per cent is charged from date same is advanced. We are against storing grain for several reasons, among which are cost of insurance, loss of room, shrinkage (especially in oats), and piling up grain that may be sold in large blocks so that it cannot all be moved promptly to fill sales in case of car shortage. Grain also is liable to get out of condition and impose heavy losses.—Farmers Eltr. Co., A. Steinhart, mgr.

Let Stored Corn be Hauled Away Rather Than be Forced Up In Price.

Sullivan, Ill.—None of the dealers here stores grain for the farmers nor have they for years. What little experience I have had was very unsatisfactory. We let the owner pay the storage agreed upon and haul the corn away rather than be forced up in our price by a competitor. I think it a bad custom and one that should be ended.

The same amount of corn is to be handled and the dealer is just as likely to get it when sold as he is to get to crib it, providing all parties are able to crib or hold. It is useless for me to point out the disadvantages. Let those who have been troubled with the custom speak up. They will have a good many more things to say against the custom than I.—A. P. Powers.

Charges One Cent for Loading Out.

Sclotha, Ill.—I charge $\frac{1}{2}$ ¢ per month from day grain is placed in house. The disadvantage of storing grain is that your competitor nearly always bids more than grain is worth. But I overcome this, if the party places grain in my house as storage is at his own risk of fire and $\frac{1}{2}$ ¢ per month storage. Then if he sells to someone else he has to pay me 1¢ bu. for loading out, so it makes it too expensive for him to sell to other parties.—E. E. Sapp.

Thirty Days Free; Then Half Cent Per Bu.

Concord, Ill.—At Joy Prairie station we have never found practice of storing grain hence farmers do not demand it. At this place farmers had been educated to storing grain free 30 days, $\frac{1}{2}$ ¢ per bu. per month thereafter or fraction thereof, and last season we had to store some grain at above terms. This season, however, have not stored a grain of wheat or corn for anyone. We talk against it as we believe it a bad practice for both elevator man and farmer. If should have to store any would be 15 days free, 1¢ per bu. per month or fraction thereof. Sincerely hope will not have to store any.—W. C. Calhoun, per W. L. Breeding.

Storing is a Poor Policy.

Shabbona, Ill.—Storing of grain a poor policy for both parties; market conditions might be such at times to make the practice profitable but too much of the time must be done at a loss and in many cases courts dissatisfaction among patrons and should therefore be abolished. Advancing money is another matter that should be discouraged by the grain dealers. Farmers with good credit will find no trouble in arranging money matters with local banks; if their credit is not good at bank they are undoubtedly unsafe risks for the elevator man. Custom here 30 days free storage after which we charge $\frac{1}{2}$ ¢ per bu. per month or fractional part thereof. Very little money advanced.—W. Rusk, agt. Neola Eltr. Co.

Exports of Hay.

Exports of hay during the eight months prior to Sept. 1 were 41,763 tons, compared with 50,358 tons during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Glucose, Corn Oil and Cake.

During the eight months prior to Sept. 1 we exported 61,265,592 lbs. of glucose, 17,700,423 lbs. of corn oil and 34,601,544 lbs. of corn oil cake, against 66,995,523 lbs. of glucose, 13,949,588 lbs. of corn oil and 39,438,433 lbs. of corn oil cake exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Beans.

Beans and dried peas amounting to 2,764,736 bus. were imported during the eight months prior to Sept. 1 against 1,830,523 bus. during the eight months ending Sept. 1, 1908.

During the eight months prior to Sept. 1 we exported 178,499 bus. of beans of domestic and 38,710 bus. of foreign origin; compared with 156,146 bus. of domestic and 11,730 bus. of foreign origin exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Conditions Against Deep Waterway to Gulf.

"We repudiate and condemn that portion of the federal board of engineers' report declaring against the commercial expediency of the project."

In these words, incorporated in a set of superheated resolutions, the 5,000 delegates to the deep waterway convention held in New Orleans last week threw down the gauntlet to the opponents of the proposed lakes-to-the-gulf canal. Not satisfied with this repudiation of the government experts' report, the delegates pledged themselves to support no candidate for public office hereafter who is not committed in plain language to the policy of immediate action on the waterway project.

A feature of the session of the convention on Nov. 1, when the resolutions were passed, was an attack on the position taken by Pres. Taft, who had addressed the convention on the Saturday preceding. In this the chief executive's assertion that existent commerce does not prove need for the waterway was denounced as "fallacious." The resolutions included demands that the federal government enter on a vigorous and definite policy regarding the waterways of the country; immediate starting of the 14-ft. channel in the Mississippi valley and carrying out of the improvement as a national investment and not as a "piecemeal experiment."

Sec'y of War Dickinson reiterated the federal attitude on the question. He declared his belief in the waterway development as a general proposition, but said that before anything should be done on the lakes-to-the-gulf matter it should be proved to the satisfaction of experts that the investment would prove a paying one.

Another of the principal acts of the convention, before the close of the session, was the decision made to send a delegation of 500 members to Washington as soon as Congress convenes in December to present the resolutions to that body and to bring all possible weight to bear for immediate action.

In striking contrast with the feverish enthusiasm and rousing resolutions of the delegates to the New Orleans convention is the dispassionate report on the

feasibility and practicability of a deep waterway submitted to Congress by the government engineers in June of the present year. An excerpt from this report, disclosing the thoughtful deductions of men who speak with authority, is of special interest:

"The past decrease of commerce and the present lack of increase of commerce on these rivers are not due to lack of depth in the Mississippi so much as to the conflicting interests of land and water transportation, and to laws governing the movements of raw products toward the centers of consumption, combined perhaps with a lack of development in steamboat construction and driving power."

"The improvement to navigation of the Mississippi affords conveniences and facilities far in advance of anything at present being utilized or being demanded by boating interests, and such improvement practically is equal to that which the Ohio valley interests at present are demanding for their own river and with which they will be well satisfied. As a matter of fact, there are few rivers anywhere in the United States or Europe that are today in better condition for navigation than the Missouri, Mississippi and the Ohio, taken as an entire system."

"In special cases, such as lumber on the upper Mississippi and coal on the Ohio, the individual load carried or towed by single boats is larger in Europe, but the length of the river haul is long for the unit of population served. Except at New Orleans the docking facilities are slight, sometimes nothing more than a sloping bank, and are always expensive, and save at New Orleans the terminal facilities, including arrangements for transfer to rail connections, are almost entirely lacking. Freight rates by water are, therefore, high in the Mississippi valley as compared with rates by rail between the same terminals."

"The Mississippi river, including its tributaries, drains about half the United States and has a total of about 16,000 miles susceptible of navigation. The report repeats what every one knows, that it is not many years since this river was noted for its large steamboat commerce, large in proportion to the commerce of the entire country, and it in fact was a great highway for not only freight, but passengers passing into and thru the middle west."

"The present river conditions of the Mississippi valley are many times better than in the days of its greatest commerce, the river from St. Paul to deep water above New Orleans having now a navigable depth nearly twice as great everywhere as in former days, and its obstruction by snags and wrecks being at present so slight as to be rarely mentioned. The marked diminution of commerce under such circumstances cannot be due to questions of navigation and river engineering, and must be due to other conditions, such as those of demand and sup-

ply, water and rail competition, and of business management in general."

"It is not desirable to construct a navigable channel 14 ft. in depth from St. Louis to the mouth of the Mississippi river or from Chicago to the mouth of the Mississippi. Such a depth is greater than required for successful river navigation and is less than required for economical lake or ocean navigation, and if adopted would require for common use on lake, river and gulf a type of vessel not now in existence, and which, if designed, would be less economical than modern lake or ocean vessels in use on those waters or than towboat and barge navigation on the connecting waterway."

Piles of Sacked Wheat.

Sack handling of wheat dies hard on the Pacific Coast, as is shown by the engraving herewith representing a big pile of wheat in sacks awaiting shipment in the Big Bend country of Washington.

In Idaho likewise sacks retain their grip on the trade, the biggest warehouse in that state having been completed Oct. 18 at Illo by the Interior Warehouse Co. This house was filled with sacks before it was completed and contains 101,000 sacks of grain.

Those familiar with the economy of bulk handling as practiced in the Middle West wonder at the persistence of the sack on the Coast. F. H. Peavey, in his lifetime the greatest handler of grain, built an elevator at Portland for bulk handling, but it fell into disuse and was burned.

Officials of the newest transcontinental line, the C. M. & St. P. R. R., are said to favor bulk handling in elevators, and with reason, since the completion of the Panama Canal will almost certainly do away with sacking of grain, as it will do away with the trip around Cape Horn alleged to necessitate sacking to prevent shifting of cargo in that stormy sea.

Agitation by the growers against sacking was at its height a year ago after a costly experience with sacks. This season sacks are cheaper and less is heard of the sack problem.

I consider the Grain Dealers Journal a great help in many ways.—E. C. Purdy, Phillips, Neb.



Piles of Sacked Wheat Awaiting Shipment at a Washington Station.

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

GRAIN AND GRAIN PRODUCTS.

L V, ICC Tariff No B4688, grain and grain products, between stations on L V; effective Nov. 22.

C I & Sou, ICC No 1315, grain and grain products, from and to points in Illinois; effective Nov. 20.

Norfolk & West, ICC No 3593, hay and grain, from Cincinnati, O., to Appalachia, Va., 20c; effective Nov. 25.

Cin B & C, ICC No 127, grain and grain products, from stations on Cin B & C to points reached via Star Union Line; effective Nov. 22.

L V, ICC No B4754, grain in bulk, ex-lake, at and east of Buffalo, N. Y., to eastern points; effective Nov. 7 (Special Permission, 11296).

L S & M S, Sup 4 to ICC No A2207, grain and grain products, from stations on L S & M S to points in C F A territory; effective Nov. 29.

C C C & St L, Sup 1 to ICC No 5004, grain, grain products, from Indianapolis, Ind., to points in Pennsylvania and Ohio; effective Dec. 8.

S W Trf Com, ICC No 655, grain, grain products, seeds, hay and straw, from western and southern points to points in Texas; effective Nov. 28.

C M & St P, Sup 10 to ICC No B1435 wheat, from Duluth, Minn., Superior and West Superior, Wis., to Quincy, Ill., 14c; effective Nov. 22.

Mo Pac, ICC No A1246, grain, grain products and seeds, from stations on Mo Pac in Kansas to stations on St L I M & S; effective Dec. 1.

D T & I, ICC No D180, grain, grain products, from stations on D T & I to Ohio River crossings; effective, state, Nov. 7; interstate, Nov. 28.

C & A, ICC No 202, wheat, from Chicago, Ill., to Aviston, Carlyle, Lebanon O'Fallon and Trenton, Ill., 7c; effective, state, Oct. 20; interstate, Nov. 22.

Cin B & C, ICC No 126, grain, grain products, from stations on Cin B & C to eastern, New England and Canadian points; effective Nov. 21.

D S S & A, ICC No 2154, corn, oats, rye and barley, from Duluth, Minn., Superior and Superior (East End), Wis., to eastern cities; effective Nov. 28.

Ill Cent, ICC No A7655, wheat, from Chicago, Ill., to Aviston, Carlyle, Lebanon, O'Fallon, Trenton, Ill., 7c; effective, state, Oct. 14; interstate, Nov. 19.

Norfolk & West, ICC No 3594, grain, grain products, from points in Ohio to points in Ohio and West Virginia; effective, state, Nov. 2; interstate, Dec. 10.

C & A (Clover Leaf-Alton), ICC No 191, grain, all kinds, from stations in Illinois on C & A and Chi & Ill Mid to points in C F A territory; effective Nov. 9.

C M & St P, ICC No B1940, wheat, from St. Paul, Minneapolis or Minnesota Transfer, Minn., when from beyond to Memphis, Tenn., 20c; effective Nov. 29.

Grand Trunk, Sup 4 to ICC No A1245, grain, grain products, from stations on Grand Trunk to points in Michigan, Indiana and Illinois; effective Nov. 10.

Minn & St L, ICC No GF04B, seeds, grain, grain products, hay, from Missouri River points to stations on Ia Cet, Minn & St L and rate points; effective Nov. 12.

B & O, Sup 16 to ICC No 7232, grain and grain products, from Chicago, South Chicago, Ill., Whiting and Indiana Harbor, Ind., to eastern cities; effective Nov. 27.

Toledo & O C, Sup 12 to ICC No 1405, grain and grain products, from stations on Toledo & O C and Kanawha & Mich. Ry to western points; effective Nov. 24.

Chi C & L, Sup 5 to ICC No 732, grain, grain products, from stations on Chi C & L to eastern and Virginia cities, New England and Canadian points; effective Dec. 1.

Ind Sou, ICC No A361, barley, corn, oats, rye and wheat, from Bargserville, Ind., to Cincinnati, O., 8c; effective Nov. 20.

C & N W, ICC No 7079, grain, from stations on C & N W in Iowa, Minnesota, North and South Dakota to St. Louis, Mo., East St. Louis, Ill., and rate points; effective Dec. 1.

Ill Cent, ICC No A7666, grain, grain products, from Council Bluffs, Ia., Omaha and South Omaha, Neb., when from beyond to stations on Sou Ry in Mississippi; effective Nov. 24.

Mo Pac, Sup 3 to ICC No A1057, grain, grain products, seeds, broomcorn, between Missouri River points and stations in Colorado, Kansas, Missouri, Oklahoma and Nebraska; effective Dec. 1.

C R I & P, Sup 52 to ICC No C6948, grain, grain products and seeds, between points in Illinois and Minnesota and stations in Kansas, Nebraska, Colorado and Oklahoma; effective Dec. 1.

C P & St L, Sup 1 to ICC No 687, grain, grain products, from stations on C P & St L of Illinois to points in Illinois, Indiana, Kentucky and Ohio; effective, state, Oct. 29; interstate, Nov. 29.

C St P M & O, ICC No 3639, wheat, from Duluth, Minn., Superior, Superior (East End) and Itasca, Wis., (when originating north or west thereof), to Quincy, Ill., 14c; effective Nov. 28.

C R I & P, Sup 20 to ICC No C7800, grain, grain products, hay and seeds, from Missouri River points, also points in Kansas, Nebraska and Oklahoma to stations in New Mexico; effective Nov. 30.

C C C & St L, Sup 4 to ICC No 4834, grain and grain products, from stations on C C C & St L and Cin Nor to points in Indiana, Illinois, Ohio and Kentucky; effective, state, Oct. 30; interstate, Nov. 18.

M St P & S S M, Sup 1 to ICC No 1885, flour, grain, grain products and seeds, from Chicago, St. Paul, Minneapolis, Minnesota Transfer and Superior (when from beyond) to stations on Wis Cent; effective Nov. 25.

C Gt W, ICC No 4679, flaxseed, grain and grain products, and articles taking same rates, between Duluth, Minn., and points taking same rates and stations on C Gt W in Iowa and Minnesota; effective Nov. 21.

C R I & P, Sup 18 to ICC No C8070, grain, grain products, seeds and broomcorn, from stations in Kansas, Nebraska, Colorado and Oklahoma to Fort Smith and Van Buren, Ark., and rate points; effective Nov. 30.

C M & Puget S, ICC No 62, grain, flour and flaxseed, from points in Washington and Idaho to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wisconsin; effective Nov. 21.

Ill Cent, Sup 2 to ICC No A6791, grain, grain products and hay, from stations on Ill Cent in Iowa, Minnesota and South Dakota and Missouri River points (when from beyond) to local stations on Ill Cent South of Ohio River; effective Nov. 30.

W T L Com, Amend 36 to ICC No 666, grain and grain products, from Joliet, Peoria, Rockford, Ill., Davenport, Muscatine, Ia., East St. Louis, Ill., and Mississippi River crossings and points taking same rates to western points; effective Dec. 1.

C R I & P, Sup 45 to ICC No C8117, grain, grain products, seeds, broomcorn, hay, straw and corn husks, from stations in Colorado, Kansas, Nebraska and Oklahoma to Memphis, Tenn., Little Rock, Ark., and New Orleans, La.; effective Nov. 26.

C St P M & O, Sup 16 to ICC No 3416, flaxseed, grain and grain products, between St. Paul, Duluth, Minn., Sioux City, Ia., Omaha, Neb., Chicago, Ill., and stations in Minnesota, Iowa, South Dakota and Nebraska on C St P M & O; effective Nov. 25.

Ill Cent, ICC No A7662, wheat, milled in transit at stations in southern Illinois on Ill Cent, when originating at Chicago, Blue Island, Grand Crossing, Harvey, Kensington, Matteson, Riverdale and South Chicago, Ill., and destined to stations on Ill Cent, Yazoo & M V and points in southeastern and Carolina territories; effective Nov. 20.

Ill Cent, Sup 10 to ICC No A6781, grain and grain products, from stations on Ill Cent and connections to points in Mississippi, Arkansas and Louisiana; effective Nov. 20.

Ill Cent, ICC No A7669, grain, grain products and seeds, and articles taking same rates between stations on Ill Cent in Iowa, Minnesota and South Dakota and points on Ill Cent in Illinois and Indiana, also Paducah, Ky., St. Louis, Mo., and points on Ind Sou in Illinois; effective Dec. 5.

C B & Q, Sup 7 to ICC No 9815, grain and grain products, and articles taking same rates, between Chicago, Peoria, Quincy, East St. Louis, Ill., St. Louis, Mo., also points on C B & Q on west bank of Mississippi River and points on C B & Q in Illinois, also Mississippi River points; effective Nov. 22.

Mo Pac, ICC No A1240, grain, grain products, seeds, hay and straw, from points in Missouri, Nebraska, Iowa and Kansas to stations in Missouri, Illinois, Tennessee, Louisiana, Kentucky, Alabama, Florida, Arkansas and Mississippi, and also between upper and lower Missouri River points; effective Nov. 28.

Ind Harb, ICC No 208, grain and grain products, from connecting lines of Ind Harb R. R., as described in Ind Harb ICC 150, GFD-208, to Argo, Ill., Hammond, Roby, Ind., South Chicago and West Hammond, Ill., \$3 per car regardless of weight; effective, in Illinois, Oct. 18; in Indiana, Oct. 28; interstate, Nov. 20.

EXPORT.

Cumb Gap Desp, ICC No A462, grain, from Cincinnati, O., Louisville, Ky., Jeffersonville and New Albany, Ind., to Norfolk, Va., for export, 10½c; effective Dec. 6.

Mo Pac, ICC No A1240, grain, grain products, seeds, hay and straw, from points in Kansas, Missouri, Iowa and Nebraska to Gulf ports (for export); effective Nov. 28.

Can Pac, ICC No E957, wheat and oats, for milling in transit and reshipment for export from Fort William, Ont. to points in Quebec, Boston, Boston Junction and Mystic Wharf, Mass.; effective, in Canada, Oct. 25; in United States, Nov. 22.

ELEVATION AND TRANSIT.

Pere M, ICC No 2237, rules governing handling of grain for transfer, elevation and reconignment at Buffalo at Black Rock, N. Y.; effective Nov. 23.

Mo Pac, ICC No A1234, rules governing movement of grain and seed, transferred through elevators located at points in Nebraska, Missouri, Illinois and Kansas; effective Nov. 26.

K C Sou, ICC No 2665, rules and regulations governing stopping in transit of grain at Kansas City, Mo.-Kan., when originating at points on C Gt W and destined to points on K C Sou; effective Nov. 25.

M K & T, ICC No A3312, rules governing and material used for grain door equipment and used in repairing cars at points on M K & T in Illinois, Kansas, Missouri and Oklahoma; effective Nov. 24.

C Sou, ICC No 2662, rules and regulations governing stopping in transit of grain and grain products at Kansas City, Mo.-Kan., when originating at points on Union Pac from which through rates to Galveston, Port Arthur, Tex., New Orleans and Westwego, La., for export, are published, and destined to Galveston, Port Arthur, Tex., New Orleans and Westwego, La., for export; effective Nov. 25.

Illinois has started out to ascertain what and why is pellagra. Gov. Deneen has announced a high grade commission, composed of physicians and biologists, to start upon the work of following the trail of the disease which has stirred up the state institution authorities and, it is believed, badly scared Illinois corn growers. Dr. Geo. W. Webster, one of the commission, said in a recent interview: "It is due to the people of the state generally, to the inmates of the state institutions that steps be taken by the state to ascertain the cause of the disease and to put a stop to it. It is also of important commercial consequence to the great corn growing state of Illinois to ascertain the truth of the charge that spoiled corn is responsible in the first instance for the spread of pellagra."

Factors Affecting the Price of Wheat.

[From Paper Read at Pennsylvania Millers Convention by Dr. Thomas F. Hunt of Penn. Agri. Exp. Sta.]

During last May a carload of Ohio wheat sold in St. Louis for \$1.60 per bushel. A couple of days later May contract wheat was closed out in Chicago at \$1.34 per bushel. These are two interesting facts which are somewhat significant of the wheat situation during the past season. Cash wheat was higher than speculative wheat. Wheat was being shipped west.

During the spring the Secretary of Agriculture declared that the visible supply of wheat was ample, while the millers blandly replied that if they could see a kernel of wheat they would mount it and wear it as a stick pin.

All of the agencies that stand between the wheat field and the flour mill are designed or should be designed to reduce the cost of handling this product between these two points. As a matter of fact these agencies have been brought to such perfection that a bushel of wheat worth 80 cents a bushel in Kansas City may be sold in Manchester, England, at \$1 a bushel, or an increase of 25 per cent. The cost of shipping and marketing a ton of hay from St. Lawrence county, N. Y., to New York City is at least \$6, or about one-half of its initial value.

What is the difference between the Pennsylvania farmer who stores his wheat in his bin and holds it for future delivery and the North Dakota wheat raiser who delivers his wheat to the elevator and pays the elevator company for storage and insurance until he is ready to sell? From the standpoint of the individual, the North Dakota farmer has removed all risk to his wheat of destruction by insects and vermin, and his certificate is rather more convenient collateral than the wheat in the Pennsylvania farmer's wheat bin. From the standpoint of the consumer, the North Dakota wheat has gone on its mission without regard to the farmer's personal needs or his opinion as to the future price of wheat, while the wheat in the Pennsylvania barn is of potential rather than actual use.

It must be admitted, however, that the American elevator, with the commercial system which underlies it, is one of the most beneficent institutions in the world. It not only cheapens the price of bread

and makes possible a complex and civilized society, but it tends, when wheat is abundant, to maintain the price to the raisers, and when it is scarce, to lower it to the consumer. To lessen the evils surrounding the conduct of the business is worthy of the effort of our greatest thinkers and most conscientious statesmen, but nothing can be gained by not recognizing the character of the problem with which we are dealing.

The suggestions which I have to make may perhaps seem trivial and inadequate. They all, however, have the merit of feasibility. The things needed to regulate the price of bread and at the same time to give us a better quality of bread are: (1) better and more accurate gathering of statistics, (2) better standardization and inspection of grain, (3) a more comprehensive study of the factors which influence yield and quality of wheat, (4) a more comprehensive study of bread making quality of wheat.

The fuller and more accurate these statistics the less the opportunity to gamble on a crop. If any argument were needed that our statistical methods need improvement, we have but to refer again to the fact that Mr. Patten had evidently a better knowledge two months ago of the visible supply of wheat than Sec'y Wilson, who is supposed to have the aid of 150,000 correspondents in the various branches of his statistical bureau. Neither do the estimates of the Dept. of Agri. of the acreage and yield of wheat give sufficient explanation of the present price. It is stated that figures never lie. It would be more nearly correct to say that figures never tell the truth.

The principal line in the chart, reproduced herewith, shows the growth of population thru each decade from 1870 to 1900, while the line projected to 1910 shows a probable population at that time of 90,000,000. The lower crooked line shows the yearly acreage of wheat from 1870 to 1908, while beside it the nearly straight but ascending line shows the number of acres required to furnish an acre of wheat for every two persons. Under present conditions it seems a fair estimate that we need to raise one-half acre of wheat for each inhabitant to meet our own requirements. Admitting the assumption, if these figures are correct, there has never been, since 1870, but once any shortage of wheat, and there is none now. The upper crooked line shows the

yield of wheat yearly from 1870 to 1908, while the nearly straight line near it shows the amount of wheat that it would be necessary to grow to produce seven bushels per inhabitant.

The flour requirements in this country are estimated by the United States Census to be equal to a little less than 5 1-3 bus. of wheat, while the seed requirement is less than one bu. per inhabitant. It is evident, therefore, that seven bus. per inhabitant should satisfy our domestic requirements and leave at least a small surplus for export. If this is the case and the figures given in the chart are correct, then wheat should at this moment be abundant. The assumption may be incorrect, but it is more likely that the figures are faulty.

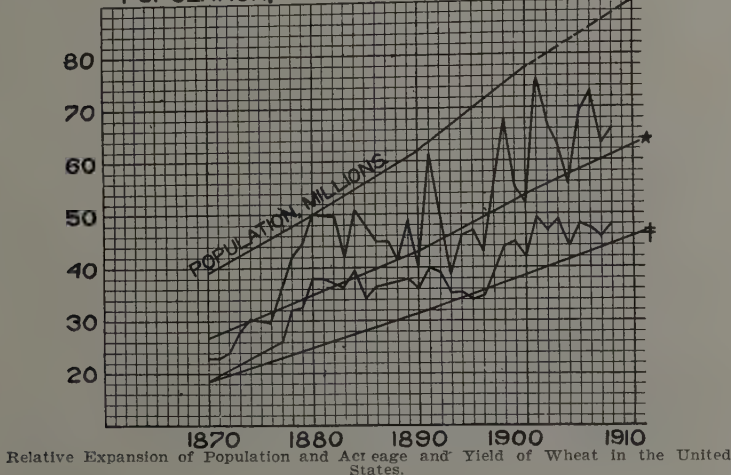
The estimates of the Department of Agriculture, for they are estimates and not statistics, are based on the idea that if a large number of persons guess upon a subject that they know something about, while there will be great variation in the guesses the average guess will approximate the truth. The department, therefore, has an army of men in the 2,800 agricultural counties of the United States who guess what percentage the acreage and yield of wheat is of some previous crop.

By using the statistics of the Census Bureau obtained once in ten years as a base, a statement of the production is made. It is obvious that if a small error accrues each year for ten years, this error, being cumulative, becomes greater the farther the estimates are from the time of taking the census statistics. There is no doubt that many checks are thrown around this system to make it as accurate as it can in the nature of the case be made, but it must be obvious that it leaves much to be desired. It is also obvious that a real agricultural census by the Census Bureau once in five years would greatly reduce the possibility of error.

The new building of the Havana, Cuba, Commercial Exchange is of white cut stone with a large dome and is a rich and imposing structure. It is so situated as to have a commanding view of the harbor. About \$800,000 was expended in the construction of the building, half of which was raised on an issue of bonds and half by issuing stock which was taken by local banks and citizens of wealth. The Exchange was founded in 1888. Present officers are: Pres., Narciso Macia; first vice-pres., Carlos Arnoldson; second vice-pres., Fautino G. Castro; treas., Elias Miro; auditor, Julian Liera.

The fertilization of corn by the pollen is well known to be absolutely essential to the production of a corn crop, and it is coming to be understood that the worst effect of a drouth is that if it occur at a particular period in the growth of the plant the pollen in the tassels on the stalks will be so dried as to be of no value. The suggestion has been made that the loss occasioned by drouth might be prevented by the simple device of skipping every tenth row at the regular time of planting, and planting it two weeks later. In case the weather turns so intensely hot as to destroy the pollen in the tassels, these later stalks are almost certain to tassel out and fertilize the entire field. It appears that this practice has already been adopted by a few Kansas farmers with satisfactory results.

POPULATION, YIELD AND ACRES OF WHEAT.



Grain Trade News

ARKANSAS.

Little Rock, Ark.—T. H. Bunch, whose company was recently put into receivers' hands at his request to protect creditors, with more than \$400,000 of liabilities, has announced that he will soon incorporate the T. H. Bunch Grain Co. with a paid-up capital stock of \$50,000.

Arkadelphia, Ark.—After considering propositions from six different Arkansas cities, carrying bonuses of from \$2,500 to \$25,000, to locate the new plant replacing that burned here Sept. 3, the directors of the Arkadelphia Milling Co. have decided to remain here, as most of the stockholders live in Arkadelphia. They will build a 150,000-bu. metal or steel eltr. and a 5-story brick and cement mill for flour, cereals and feed to cost \$60,000, and make one of the largest up-to-date plants in the Southwest. The company has already built an eltr. operated by electricity, and warehouses on its own tracks, and is carrying on its business much as before the fire.

CALIFORNIA.

Newmark sta., Los Angeles p. o., Cal.—The Newmark Grain Co. has sent to New York City for the return of Arthur Schickel, to answer to the charge of embezzlement of \$500. This money was taken Aug. 9, as alleged in the complaint filed by H. E. Woolner, vice-pres. of the company. Accompanied by his wife, the plaintiff disappeared Oct. 3. His total shortage is alleged to be \$2,500, covering a period of two and a half years, during which time he was employed as an assistant bookkeeper.

CANADA.

Port Colborne, Ont.—The new government eltr. has begun unloading grain.

Strathmore, Alta.—The new eltr. has been completed for the Export Eltr. Co.

Bwalf, Alta.—The eltr. under construction for the Burard Grain Co. is nearing completion. D. Clark has been appointed grain buyer.

Wainwright, Alta.—Satisfactory progress is being made in the construction of the new eltr. for James Richardson & Sons. P. Dewar has been appointed local buyer.

Winnipeg, Man.—Warehouse Commissioner C. C. Castle has recently issued the new list of licensed commission merchants and track buyers for the season of 1909-10.

Port Arthur, Ont.—The National Eltr. Co. has let the contract to the Barnett & Record Co. for the erection of a large cleaning eltr. to be used as a hospital for the treatment of Manitoba grain.

Calgary, Alta.—S. W. Metcalfe, formerly of the H. D. Metcalfe Grain Co., and E. S. Munro, formerly with William Carson & Co., have established a new grain brokerage firm under the name of Metcalfe & Munro.

Niagara Falls Centre, Ont.—The Canadian Shredded Wheat Co. has a new 25,000-bu. steel storage tank divided into six bins, also an ironclad tower and conveyor gallery, erected by the Grain Storage Construction Co.

Winnipeg, Man.—The North Star Grain Co. was incorporated here with an authorized capital of \$500,000 to take over the company of the same name, that was a Minnesota corporation. It has built seven additional grain houses, giving it a line of 39. W. A. Anderson is pres. and H. R. Scott sec'y and mgr.

Winnipeg, Man.—Inspections here show that the percentage of cracked wheat kernels in cars sent to Fort William with orders to clean till clean is from 6 to 15; one car recently containing as high as 20 per cent of broken kernels. Shippers Agent D. D. Campbell has obtained a ruling that shippers must be paid for this grain cleaned out.

Fort William, Ont.—Special Shippers Agent Campbell is endeavoring to obtain a ruling from the Department of Trade and Commerce for the weighing of cars of grain at this city on the way east. Shippers suffer heavy shortages on cars unloaded at destinations. With official weights on all cars leaving this city, shippers will be in position to make claim on the railroads for the loss in transit.

Fort William, Ont.—Inspector Gibbs has compiled some interesting figures concerning receipts of grain cars at the lake terminals this season compared with last. From Sept. 1 to Oct. 21 of this year 21,771 cars of wheat, 2,050 cars of oats, 1,022 of barley and 104 of flax, a total of 25,196 cars of grain, reached the waterfront, compared to 15,884 during the same period in 1908. During the season of 1909 the C. P. R. carried 16,702 cars, an increase of 69% over last year. The C. N. R. carried 8,494 cars, an increase of 41% over the previous season. Of the present season's total of 25,196 cars, only 614 were consigned to King's, the hospital eltr., which speaks well for the condition of the crop.

COLORADO.

Flagler, Colo.—My eltr. was completed a few days ago. It was built by G. H. Birchard and is of 10,000 or 12,000 bu. capacity. It has hoppers bins and is sided with galvanized brick iron. It is located at this place on the C. R. I. & P.—W. H. Lavington.

CHICAGO.

The rate of interest for the month of November has been fixed by the finance committee at 6 per cent per annum.

J. H. Dole & Co. are sending friends a souvenir postal card on which the artist has given a flattering representation of the Board of Trade bldg.

Chief Grain Inspector W. Scott Cowen has improved his records to compile the daily grain inspection report in time for publication in the morning papers.

Directors of the Board of Trade have announced the next assessment of \$25, to create a fund to purchase and retire membership, will be called for Nov. 10.

L. J. Ennis, formerly with Shearson-Hammill and recently with E. W. Wagner as trader in oats and provisions, has begun business as a broker on his own account.

The special committee to investigate the deals in oats and wheat for September delivery has made its report to the directors of the board without recommendations.

The state grain inspection department will advance its price for sampling grain to 50c per car on Dec. 1, but will make no charge for delivering samples on the floor of the exchange. The present price is 35c per car.

Thomas David Randall, for 57 years a member of the Chicago Board of Trade, died Oct. 30. He was born in Cranston, R. I., in 1834, came to Chicago 59 years ago and two years later organized the present commission firm of T. D. Randall & Co.

John Dickinson, broker and member of the Chicago Board of Trade, who failed last February, did not appear in court, Nov. 8, for examination before the referee in bankruptcy, who threatened to have a warrant issued for his arrest. Dickinson's counsel said he had not seen his client and did not know where he was.

Erford W. Burdick, well known in the cash grain trade, with which he was connected for the last 39 years, died Nov. 2, after an illness of several months, aged 64. At the time of his death he was employed by Bogart, Maltby & Co., by whom he was highly esteemed. Born at McDonough, N. Y., he came to Chicago in 1891. He is survived by his widow.

The Peavey Grain Co. has moved its offices from the Board of Trade bldg. to the quarters formerly occupied by the C. & E. I. R. R., taking up most of the 9th floor of the Postal Telegraph bldg. Board of Trade firms are beginning to look for quarters in the immediate vicinity, so not to be disturbed if the present building is torn down to make room for the new one under consideration by a special committee.

The Peavey indoor baseball team met that of E. W. Wagner in the first game of the Board of Trade Indoor Baseball League during the evening of Nov. 1. The game was marked by heavy hitting on both sides. The Peavey team slugged the hardest and won by a score of 23 to 17. The second contest was played the following evening. The Bartlett-Patten team proved superior to that of Rosenbaum Bros. by a score of 29 to 12.

Membership in the Board of Trade has been applied for by Leonard S. Allen, James H. Packer, Benj. E. Sincere, Elliott M. Taylor, David K. Reed, and Charles Griffin. Application for transfer of membership has been made by Joseph T. Talbert, Walter H. Latimer, Herman C. Knoke, Chas. F. Chapman, and Benjamin F. Stribley. The directors recently admitted to membership Frank J. Martin, Stephen A. Dalton, Thomas J. O'Neill, Thomas J. Sullivan, Walter McDouglas, David A. Badenoch, John H. Ashum, Percy Andrae and Ralph Van Vetchen. W. H. Anderson reported a membership sold Nov. 6 for \$2,450 net to the buyer. Offerings of memberships at this price are so few membership brokers anticipate an advance in price.

Early in the season while hay was being harvested the reports which we received from all over the country led us to believe that this would be a year with an enormous hay crop and consequently low prices. The big buyers of hay in this market also fully expected that they would be able to secure their hay at low figures. The conditions since the movement of the new hay has started have proven that the early reports were en-

tirely wrong. Prices of hay on the new crop have been very good; and still remain high. Just at present excellent prices can be secured on this market for any good hay. All grades of good western prairie hay are in very light supply here, prices obtainable for the same are excellent. The local prairie, such as Illinois and Ind. State hay, is also bringing high prices.—W. R. Mumford & Co.

IDAHO.

Lewiston, Ida.—T. B. Wilcox, head of the Portland Flour Mills Co. and the Pacific Coast Eltr. Co., will build a line of warehouses in the Lewiston country.

Caldwell, Ida.—The first Idaho state pure seed show will be held in this place Jan. 13 and 14, 1910, under the auspices of the grange. The program includes papers on subjects pertaining to pure seed and cultivation of cereals and field crops. Every grower of small grain, corn, alfalfa and clover seed in the state is urged to send in exhibits. No fees will be charged for entries or admission. Premiums are offered for the best exhibits of corn, wheat, oats, barley, alfalfa, red clover and potatoes. All competing exhibits must be of seed grown in Idaho in 1909. One person may enter but one exhibit in one class. Each exhibit shall remain the property of the exhibitor. Winners of first premiums may have the choice of the cash premium or a diploma. An exhibit shall consist of corn, 10 ears; wheat, oats, barley, alfalfa and clover, one-half bu.; potatoes, 25 tubers.

ILLINOIS.

Peoria, Ill.—The "Burlington Eltr." is being remodeled and repainted.

Natrona, Ill.—The Farmers Grain & Coal Co. has increased its capital from \$5,000 to \$6,500.

Ottawa, Ill.—The Illinois Valley Grain Co. has decreased its capital stock from \$35,000 to \$15,000.

Caton Farm Sta., Minooka p. o., Ill.—The Barr Grain Co. has erected a new smokestack on its eltr.

Philo, Ill.—H. E. Parsons' eltr. has been completed by the Burrell Engineering & Construction Co.

Larchland, Ill.—Mr. Curtis, who bot the eltr. property here of W. A. Pratt, will erect an eltr. on the C. B. & Q.

Pesotum, Ill.—A new leg has been installed in the eltr. of Kleiss & Gilles and other improvements have been made.

Pawnee, Ill.—Solid concrete foundations will be put under the eltr. of Twist Bros. and retaining walls at the driveway.

Peoria, Ill.—The Illinois Ass'n of farmers co-operative eltr. companies will hold its annual meeting at this city in February.

Oblong, Ill.—E. S. Cowder & Co. have a new steel tank of 25,000 bus. capacity divided into 4 bins, built by the Monarch Engineering Co.

Marseilles, Ill.—I have purchased the eltr. of F. J. McCormick at this place. I was formerly in business at Cornell.—J. V. Shaughnessy.

Loami sta., Ashland p. o., Ill.—Murray Hudson fell from the eltr. of the Central Ill. Grn. Co. here and was painfully but not seriously injured.

Mendota, Ill.—Efforts to organize a farmers' eltr. company have been abandoned, as it was impossible to raise the amount of stock needed.

Matteson, Ill.—C. L. Dougherty & Co. are having new elevator legs and conveyors installed by Fred Friedline & Co.

Vermont, Ill.—The eltr. of Bader & Co. was closed Oct. 20 during the funeral of the late Mrs. A. A. Bader, mother of the owners of the eltr.

Bryce Sta., Milford p. o., Ill.—I have accepted the management of the Bryce Farmers Grain Co.—J. W. Wallrich, formerly agt. J. D. Pletch, Dewitt, Ill.

Philadelphia, Ill.—The Philadelphia Farmers Eltr. Co. incorporated by Frank Cosner, William Gilbert and William Ross to deal in grain; capital, \$8,000.

Pesotum, Ill.—Work on the eltr. of J. T. Riemke, that burst Oct. 13 by the weight of stored corn, has been delayed by scarcity of carpenters, and material.

Champaign, Ill.—The Champaign Grain Exchange incorporated by H. G. Marshall, A. D. Ricketts and B. C. Beach to promote and protect the grain interests of Champaign.

Windsor, Ill.—The Windsor Grain Co. is building a corn crib at its eltr. to take care of damaged grain, and prevent it getting mixed with better grades.

Duncan, Ill.—Miller-Graves Grain & Lumber Co. incorporated, \$24,000 capital; incorporators, Chas. F. Hurburgh, Anna S. Hurburgh and Robert A. Chandler.

Cooksville, Ill.—I have come here from Pontiac, Ill., to take a position with the Cooksville Grain Co.—Jas. McMahon, formerly mgr. Farmers Eltr. Co., Rook Creek, Ill.

Freeport, Ill.—Work has begun on the foundation of an up-to-date coal eltr. of about 1,400 tons capacity for the H. A. Hilmer Co., to be ready for operation Jan. 1.

Cooksville, Ill.—Hayward Bros. have petitioned the court for a new trial of the suit in which Don Russell obtained judgment for \$498 on a contract for building an eltr.

Cairo, Ill.—J. B. Gillespie, Jr., chief grain inspector for the Cairo Board of Trade, joined the Chief Grain Inspectors National Ass'n at its recent meeting at Indianapolis, Ind.

Wilburn, Ill.—W. H. Perrine & Co. have succeeded the Turner-Hudnut Co. at this station, Ellis Bros., who own the eltr. on the Santa Fe, operating as agents for the new firm.

Breckenridge, Ill.—Berry & Breckenridge Farmers Grain Co. incorporated for \$5,000 by W. H. Eckel, E. D. Walker and Henry Grieme to deal in grain, coal, farm implements and lumber.

Charleston, Ill.—Clyde M. Griffin has been admitted to partnership with his father, George B. Griffin. They will operate the eltr. and grain business under the firm name of Griffin & Son.

Peoria, Ill.—Newton R. Moore of Remsey, Moore & Co. has become a member of the Peoria Board of Trade by transfer of the membership of the late Samuel Mosiman.—John R. Lofgren, sec'y.

Pana, Ill.—During the night of Oct. 25 burglars broke into the grain office of M. R. Corbett and examined the contents of the safe, which Mr. Corbett had left unlocked, but found nothing of value to them.

Pesotum, Ill.—The eltr. of J. C. Roe & Co. is receiving a thoro overhauling. Two new bins are being added to the equipment, bringing the capacity up to 10,000

bus. A new dump will be constructed for the addition.

East St. Louis, Ill.—The Interstate Warehouse & Eltr. Co. has completed its new \$40,000 transfer house, which is well equipped for shelling corn for the Missouri Commission Co., which is interested in the company, as well as for other grain receivers.

Flanagan, Ill.—L. B. Slyder, mgr. of the Farmers Grain & Coal Co., is mentally deranged thru business worry and has been taken to a private sanitarium. He has been considered a level-headed man and his derangement is considered only temporary.

Buckley, Ill.—C. E. Babb & Co. are fast completing a commodious new elevator from plans furnished by Fred Friedline & Co., who sold the complete eltr. outfit consisting of elevator legs, boots, tanks, chain drags, belting, rope drives shafting and pulleys.

Shirley, Ill.—The Farmers Grain & Coal Co. has let the contract for repairs and installation of new dump sink to the Burrell Engineering & Construction Co. The changes were made necessary by the change in the grade of the Chicago & Alton right-of-way.

Mackinaw, Ill.—Ralph Puterbaugh was painfully burned in the eltr., Oct. 29. It is operated by a gasoline engine. The gasoline had probably been leaking. When Mr. Puterbaugh went into the engine room with his lantern an explosion occurred that burned his face and hands.

Wright sta., Mattoon, Ill.—Willard Adrian, Ed. Morris and J. R. Stone, all experienced grain men, have leased the eltr. of W. L. Major at the station on the Peoria division of the I. C. and will operate it under the name of the Wright's Switch Grain Co. Willard Adrian will have charge.

Gridley, Ill.—Mrs. Alice Coyle, executrix of the will of the late C. M. Coyle, has brot suit against W. D. Castle for an accounting of his partnership with Mr. Coyle in the grain business. Complainant alleges that Mr. Castle speculated on the Board of Trade without the knowledge of Mr. Coyle.

Cairo, Ill.—Thistlewood & Co. are building a 30,000-bu. eltr. on the I. C. right-of-way. Hope to have it completed by Dec. 1. They are installing a 50-h.p. Olds Gas Engine and an Avery Automatic Receiving Scale with a capacity of 5,000 bus. per hour. Arthur Thistlewood will be in charge.—John Thistlewood.

Dallas City, Ill.—Workmen have begun the foundation for the eltr. of Black & Loomis, near the Santa Fe right-of-way. When the project was started some years ago a foundation was built of rock, but this has been discarded for cement. The company has a new concrete mixer operated by a gasoline engine.

Bondville, Ill.—Both the eltrs. here, that of Rising & Murray, and of C. E. Ambrose, have been bot by Hitch & Kirk. The former house has a capacity of 50,000 bus. and the latter 30,000. The transaction involved \$20,000. Mr. Hitch lives at Champaign and Mr. Kirk at Ludlow, Ill. The latter will remove to Bondville and manage the two properties.

Esaw Sta., Ill.—W. P. Lewis & Company, of Georgetown, Ill., have just completed and are now operating a first-class up-to-date country eltr. of 20,000 bus. capacity. The plant is equipped with B. S. Constant chain drags and sheller and Western Cleaner two stands of elevators and steam power plant. The plans

and specifications were drawn by Fred Friedline & Co., who has the contract for the erection of the work.

Rankin, Ill.—Frank Morton has bot suit against E. M. Grunsted & Co., who formerly operated the eltrs. at this place and East Lynn, alleging that Ed. M. Grunsted transferred considerable property to his father, Eric Grunsted, before the firm became bankrupt. The defense is that Eric was not a partner, but merely loaned \$3,000 to conduct the business.

Springfield, Ill.—Fifty-three Illinois corporations have surrendered their charters since August. Some have been reorganized under charters issued under the Maine laws. In a few cases the business has been taken over by partnerships. These moves are in part the result of the working of the carefully drawn Illinois corporation laws, which place many duties and restrictions upon companies operating under them. In part, also, they follow the recent enactment of the Federal Corporation Tax law, imposing an additional burden. A number of the expatriated Illinois corporations, reappearing with charters, secured under the Maine laws, have returned to their native state, to do business as foreign companies. By so doing they escape the payment of the Illinois capital stock tax, gain the right of one corporation to vote the stock of another and secure exemption from other foolish restrictions imposed by statutes of this state.

Peoria, Ill.—Rumsey, Moore & Co. have been incorporated to succeed the Mosiman Grain Co., which company was the successor of Roberts, Moschel & Mosiman. The sale of the property and business of the Mosiman Grain Co. was made necessary by the death in an automobile accident on Aug. 29 of Samuel Mosiman, who was the active head of the company. The grain receiving business will be conducted in future by the new company with N. R. Moore as sec'y and mgr. Mr. Moore is a capable man who has been with W. H. Perrine & Co., of Chicago, for the past four years. The officers of the company are W. H. Perrine, pres.; Henry A. Rumsey of Rumsey & Co., vice pres., and Frank M. Bunch, of the same firm, treas. The Peoria office of Rumsey & Co. has been merged with that of the Mosiman Grain Co., but the business of W. H. Perrine & Co., and Rumsey & Co. elsewhere, will be continued exactly as in the past, separately. The officers of the new firm have been identified with the grain trade for many years at Chicago and are well and favorably known.

INDIANA.

Elkhart, Ind.—Burrell & Morgan are considering building a \$10,000 grain eltr. for storage purposes.

Cantaloupe sta., Decker p. o., Ind.—James D. Sisson is building an eltr. and granary at this station on the Evansville & Terre Haute R. R.

Crawfordsville, Ind.—F. C. Williams has sold his eltr. to A. B. Cohee & Co. Possession will be given Nov. 15. John A. Rice made the sale.

Indianapolis, Ind.—The J. L. Green Grain Co. incorporated by the directors, J. L. and Harlan Green and E. M. Grunsted; capital stock, \$5,000.

Boyleston, Ind.—D. L. Brookie sold his eltr. on the LE&W to Pruitt & Clark who have taken possession. Pruitt & Clark are a good, strong firm. Their purchase was made thru John A. Rice.

Topeka, Ind.—I bot the eltr. here of Wilson Bros., taking possession Nov. 1. I was formerly in the grain business at Loudonville, O.—H. H. Troxel.

LaPorte, Ind.—The LaPorte local of the Indiana Grain Dealers Ass'n held another meeting at the Teegarden hotel in this city at 7:30 p. m., Saturday, Nov. 6.

Scottsburg, Ind.—The Blish Mfg. Co. of Seymour has leased the site formerly owned by the Scottsburg Grain Exchange, whose property burned recently, and will build a steel eltr. to be operated by electricity.

Sedalia, Ind.—A. B. Cohee & Co. have sold their eltr. to Marvin S. Hufford who is entitled to every courtesy extended to the trade. Mr. Hufford will take possession Nov. 15. The deal was closed by John A. Rice.

Morocco, Ind.—Rich Bros. eltr. was burned on the night of Nov. 3. Some 8,000 bus. of grain was destroyed in the fire. The owners have stated that they will not rebuild until spring and have made arrangements to handle their business through the other eltr. at Morocco.

Mellott, Ind.—Jordan & Conarroe closed a deal Nov. 9th with Ed Lee of Mellott, who sold his eltr. there to McCordle & Page, selling their eltr. at Colfax, Ind., to him. Mr. Lee is one of Indiana's best grain men and has taken possession of his eltr. at Colfax. The deal was made by John A. Rice.

Brook, Ind.—Lyons, Esson & Light at Brook, Indiana, are adding 12,000 bus. corn crib and Constant chain drag and sheller and Cornwall Cleaner, also Richardson Automatic scale and changing the power from gasoline to 3-phase electric motor. Fred Friedline & Co. made the plans and specifications and will complete the work under contract by Nov. 20.

Evansville, Ind.—Plans are completed for the rebuilding of the plant of Igleheart Bros., burned Sept. 16. Two mills will be erected with a capacity of 1,600 bbls. and a steel eltr. at a total cost of \$100,000. The loss on grain in the steel tank, from conveyed heat, is smaller than at first anticipated. The grain has been removed and sold at a loss of 23% of its value, and 14% of the insurance of \$40,000.

Ade, Ind.—McCray, Morrison & Company are erecting a 3,500-bu. ear corn storage and shelling house to the present eltr. The work is now well under way and will be completed by Dec. 1st. The new arrangement is such that all ear corn will be dumped and elevated into the cribs, or thrown direct to the sheller. The new machinery consists of B. S. Constant chain drags and Marseilles Combined Sheller. These crib floors are re-inforced cement. Fred Friedline & Co. have the contract for the work.

IOWA.

Early, Ia.—The recently organized Farmers Co-op. Eltr. Co. has bot the eltr. of A. P. Mennis.

Washta, Ia.—The Farmers Eltr. Co. has bot the eltr. of E. Stevens. A. N. Hamilton will be mgr.

Homer, Ia.—O. E. Hess of Washta, Ia., has succeeded O. F. Hoese as mgr. of the Amadi Co-operative Grain Co.

Nevada, Ia.—The Farmers Grain Co. may enlarge its eltr.—J. J. Sketoe, agt. Western Eltr. Co., Shipley, Ia.

Boxholm, Ia.—Farmers Eltr. Co. is having an eltr. erected by the Younglove

Const. Co.; capacity, from 25,000 to 30,000.

Salix, Ia.—Farmers Eltr. Co. incorporated by H. E. Brown, M. Hanington, R. Christensen and others; capital stock, \$25,000.

Defiance, Ia.—The Chas. Dozler Grain Co. has succeeded the Neola Eltr. Co. at this point.—S. Schryver, agt. Chas. D. Grn. Co.

Shelby, Ia.—Ora Morse, from near Mound City, has bot the eltr. property of R. E. Cottier, and will move his family here soon.

Davenport, Ia.—The repairs to the plant of the D. Rothschild Grain Co. have been completed by the Burrell Engineering & Construction Co.

Le Mars, Ia.—The Farmers Eltr. Co. has commenced action against the Ill. Cent. R. R. Co. for alleged discrimination in its supply of cars to shippers.

Malvern, Ia.—A seed handling plant, warehouse, corn cribs and office is under way here for the Summers Seed House of this city, the work being done by the Younglove Const. Co.

Nevada, Ia.—Construction has begun on the eltr. of Inglis Bros., replacing that burned some months ago. A large force has been put on to get the house ready to receive grain soon.

Geneva, Ia.—We have bot the grain and coal business of the Ober-Kingsbury Grain Co. at this place and will continue the business under the name of Mallon & Rhutasel.—E. A. Page, mgr. M. & R.

Guernsey, Ia.—John Swecker has just completed a handsome new eltr. by plans made two years ago by Fred Friedline & Co., who this year furnished a foreman and sold Mr. Swecker his entire eltr. outfit.

Essex, Ia.—Turner Bros., who operate a line of eltrs. in Iowa and Missouri, have bot the one here from Gust. J. Liljedahl and C. N. Nelson, which they purchased from G. M. Gwynn a few weeks ago, and have engaged Joe Swanson of Stanton to manage the business for them.

Yale, Ia.—The Farmers Eltr. Co. has been incorporated with the following officers: Pres., Jacob F. Bankert; vice-pres., D. C. Bartlett; sec'y, Wm. Cordis; treas., M. S. Dierdorff. Capital, \$4,000. The company will start business as soon as they have bot one of the eltrs. here or build one.—B. Hayes.

Hubbard, Ia.—Chas. McCleary, who recently came here to work in one of the eltrs., was seriously if not fatally injured Oct. 18. His clothing was caught in the shafting and his body was whirled around. Several ribs were crushed and he was otherwise injured. His family consists of a wife and 3 small children.

Sioux City, Ia.—A meeting of grain dealers was held in the Grain Exchange Hall Oct. 29th. J. A. Tiedeman, Pres. of the Western Grain Dealers Ass'n, and Geo. A. Wells, Sec'y, serving the gathering in their respective capacities. Those present voted unanimously against the deposit of margins as a guarantee of fulfillment of sales and purchases of grain for future shipment. Rental charges for elevator sites on railroad right-of-way were discussed at length and all the dealers left the hall determined to oppose the payment of more than a nominal rental for sites.

KANSAS.

Eric, Kan.—R. A. Braik has repaired his eltr. and installed new machinery.

Reserve, Kan.—James Peterson of Auburn, Neb., has purchased the eltr. here of the Jones Grain Co. Price, \$5,000.

Pollard, Kan.—The N. Sauer Mlg. Co. will rebuild its eltr. here soon.—Jno. Case, mgr. N. S. Mlg. Co., Lyons, Kan.

Frizell, Kan.—The Frizell Grain & Supply Co. has had the Hall System installed by the P. H. Pelky Const. Co.

Wilmore, Kan.—We are building an addition to our eltr. at this point for storage of grain and feed.—Millers Grain Co.

Sterling, Kan.—Our people have been making some repairs on their house at this point.—L. W. Peck, The Kansas Grn. Co.

Hillsboro, Kan.—C. F. Gramberg, formerly of the Burkholder Grain Co. of Lehigh, Kan., is now with us.—Klaassen Milling Co.

Wichita, Kan.—Alvin Harbour, who succeeded the W. T. Shute Grain Co., will conduct the business as the Harbour Grain Co.

Delia, Kan.—Martinek & Limecka have bot the eltr. of the Delia Lbr. & Coal Co., that succeeded the Sarbach-Camden Grain & Lbr. Co. last winter.

North Topeka, Kan.—Willis Norton & Co. have 4 new steel tanks of 6000 bus. capacity just completed by the Steel Storage & Eltr. Const. Co.

Wichita, Kan.—I sold my eltr., but not my grain business, to W. A. Daugherty of Garden City, Kan. I do not know what he intends to do with it.—C. B. Gaunt.

Corning, Kan.—The Corning Eltr. Co., composed of W. E. Lukens, J. T. Sanders and J. E. Robinson, has bot the eltr. of L. Cortelyou; J. E. Robinson has been made mgr.

Mt. Hope, Kan.—I have retired from the grain business, having sold to the Farmers Eltr. Co. of Mt. Hope. I will open a commission and brokerage business soon in Wichita.—C. L. Wagner.

Clay Center, Kan.—My mill and eltr. were entirely destroyed by fire last March, on the same site the Tyler Milling Co. of Aurora Mill, Junction City, Kan., built a 15,000-bu. eltr.—C. Downing.

Lyons, Kan.—I wish to correct error in this column, Oct. 25. I have not bot the eltr. of A. C. Plumb. It was purchased last June by the N. Sauer Mlg. Co. of Cherryvale, Kan., and I am mgr.—Jno. Case.

Chanute, Kan.—The Standard Grn. & Mlg. Co. has bot the grain business of S. A. Wickard Sons at this place. Thru this transaction about 10 Kansas and Oklahoma stations are acquired by the purchaser.

Lyndon, Kan.—Robert Elmore expects to have his new eltr. ready for operation by Jan. 1. The foundation is now completed. He owns the old mill building that formerly belonged to the Quenemo Mill & Eltr. Co. This he will use for storage of feed and hay.

Wichita, Kan.—The Board of Trade has held a special meeting to consider charging interest on money advanced on grain shipments, but the matter was not settled, owing to the great diversity of opinion among members. Boards of trade elsewhere charge 6% interest on money advanced to the seller before the consignment is received by the purchaser.

Sylvia, Kan.—The Sylvia Grain & Eltr. Co. has completed extensive improvements at its mill, is finishing a new eltr. and two cement storage tanks for wheat that will contain 25,000 bus. The old Sylvia eltr. was long a source of contention and stood idle while the litigation was in progress until the new company, composed of Arthur Carey, O. G. Hinshaw and M. E. Hinman was organized, and made a success of the plant.

Kansas City, Kan.—The Union Pacific Eltr., a house of 1,000,000 bus. capacity, located in this city, which has been idle since the latter part of June, will be re-opened in a few days. James E. Seaver, mgr. of the Midland Eltr. Co., is organizing an operating force to run the eltr. He expected to use the house largely for the storage of corn and oats, believing the carrying charge profits in those grains would be better than in wheat, some wheat would be handled also. Since June the company has carried on its business in the Kansas City Southern eltr. in Kansas City, Mo.

Kansas City, Kan.—John W. Radford, former chief grain inspector and weighmaster of the state, has been held for trial in the district court of Wyandotte county, charged with misappropriating state funds. At the close of the preliminary hearing Judge Brooks said in rendering his decision: "John Radford is a personal friend of mine and I am a friend of his; but there is nothing I can do but bind him over." Five other similar charges have been brot against Mr. Radford by the attorney general of Kansas since the beginning of the preliminary hearing.

Atchison, Kan.—The Northeastern Kansas Grain Dealers Ass'n held a meeting at the Byram hotel here Oct. 28. Chairman S. E. Harburger called the meeting to order at 7:30 p. m., and a general discussion of trade conditions followed. Chief Grain Inspector J. T. White reviewed "Reinspection of Grain." The 100-lb. dock at Kansas City and crop prospects were considered. After the business session 45 of the dealers were banqueted in the hotel dining room by the Atchison Board of Trade, W. S. Washer, pres. of the Board, acting as toastmaster. Addresses were delivered by J. T. White, F. A. Derby of Sabetha; J. H. Lynds of White Cloud; and C. M. Lynn of Humboldt, Neb.

Topeka, Kan.—John T. White, state grain inspector, has tendered his resignation to Gov. Stubbs to take effect Jan. 1. He succeeded John W. Radford last July. He took the place under protest, and has done much to disentangle the affairs of the inspection department, which were in a deplorable condition when he took charge. Mr. White has extensive livestock interests at Ada, Kan., and owns the farm on which he has spent his life and has been successful. He does not want to consume time he can make valuable at home in work away from his home and business interests, that pays no more than the state grain inspectorship. He says he loses more by being away from his farm than he makes as chief inspector.

Topeka, Kan.—The following firms made application for membership in the Kansas Grain Dealers Ass'n during October: Caney Mill & Eltr. Co., Caney, Kan.; Early Grain & Eltr. Co., of Amarillo, Tex.; Belle Plaine Mlg. & Mfg. Co. of Belle Plaine, Kan.; L. A. Adler, successor to the Nevling Eltr. Co. at Goddard, Kan.; Corning Eltr. Co., successor to L. Cortelyou, Corning; N. E.

Kan. Mlg. Co., successor to Hiawatha Mlg. Co., Hiawatha; Edgar Johnson, successor to C. E. Sheldon, Everest; R. M. Stewart & Son, Reserve; J. T. Pace, successor to J. F. Lukert, Sabetha; W. C. Peterson, Reserve, Kan., successor to the Jones Grain Co. of Nebraska City, Neb. These added names give the ass'n the largest membership in the history of the organization.—E. J. Smiley, sec'y.

KENTUCKY.

Louisville, Ky.—C. Dodd & Co. are rebuilding their eltr. that burned a few months ago, making their second fire in about a year.—T. G. Maddox, hay inspector, Board of Trade.

Louisville, Ky.—We have opened a branch office in this city, under the management of G. R. Hunt and Charles S. Williams. T. J. Cannon, who has been in our Chicago office for the last ten years, and has represented us in the corn pit, will assist them.—Finley Barrell & Co.

Latonia, Ky.—The large eltr. of the Cincinnati Grain Co., of Cincinnati, O., burned Oct. 31. The structure, valued at \$55,000, was completely wrecked and a large part of the hay and grain stored within it, valued at \$75,000, was not worth the trouble of carting away. A conservative estimate of the loss, according to Pres. John C. Droege, is \$100,000; insurance about two-thirds of that amount.

Mayfield, Ky.—A fire, that started in the cupola about one o'clock in the morning of Nov. 2, destroyed the eltr. and storage house at the flour mill of R. U. Kevil & Sons. Of the 70,000 bus. of grain in the eltr. about 50,000 belonged to the owners and the remainder to farmers. The eltr. and storage house, valued at \$7,500, carried \$4,000 insurance. The Kevils carried \$40,500 on the grain owned by them, but none on that stored for farmers. R. U. Kevil estimates the loss to the firm at from \$10,000 to \$15,000.

LOUISIANA.

New Orleans, La.—Clearance of grain from this port during October included 116,648 bus. of wheat and 311,086 bus. of corn compared with 776,560 bus. of wheat and 135,487 bus. of corn during Oct., 1908. On board ship, Nov. 1, not cleared, 8,000 bus. wheat and 25,714 bus. corn.—W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

New Orleans, La.—The National Rice Milling Co. has brot suit against the Western Union Telegraph Co. to recover \$581.23 on account of an error in transmitting a message from Jennings, La., to Henry Bayhi, its buyer in Elton on Jan. 23, 1909. The National Rice Mlg. Co. wired him to pay \$3.15 for fancy Japan cupping rice; but when delivered the message read \$3.50. He bot 1,354 sacks.

New Orleans, La.—Members of the rice freight committee of the Board of Trade, who attended the hearing of the rice-rate cases in Baton Rouge, Oct. 26 and 27, seeking a reduction on rates on rough rice, were S. Locke Breaux, chairman of the rice committee of the Board, A. J. Smith of the freight and transportation dept., Henry Kahn, Gordon S. Orme, Jac Trautman, F. Rickert, Sr., F. Rickert, Jr., and F. E. Bernard.

New Orleans, La.—P. Graham & Co. and Jno. F. Finkle, Jr., of John M. Parker & Co. are new members of the Board of Trade who have been elected since Oct. 1. The new visiting members are: May & Ellis Co., H. P. Schuck, mgr. of the Ni-

trate Agencies Co., Inc., Roger J. Monrose, D. H. March, John D. Hunter, of the United Shirt & Collar Co., P. E. St. Martin, Carolina Rice Mills and M. Hartman.—H. S. Herring, sec'y.

Baton Rouge, La.—The state railroad commission heard testimony in this city Oct. 26 and 27 in the two rice-rate cases. The Rice Millers Ass'n asked a reduction in the tariff on clean rice from the country mills to consumers. New Orleans men petitioned for a reduction in the tariff on rough rice shipments into their city. The railroads opposed any change in rates they claimed were fair to both country and city millers, and already so low that if further reduced they would hardly pay to maintain the service. The commission rendered its decisions Nov. 2, generally reducing rates on cleaned rice, and reducing those on rough rice on roads charging more than the Southern Pacific, which transports more rice than any other in the state. Both schedules will become effective Dec. 1, are applicable only to intrastate shipments, and will save rice shippers many thousands of dollars annually.

MARYLAND.

Baltimore, Md.—We expect a heavy corn business this fall.—H. E. Elgert, J. A. Manger & Co.

Baltimore, Md.—Sinton Bros. & Co. received the first carload of new ear corn of the season. The corn was shipped from Carroll county, Maryland, and was in excellent condition.

Baltimore, Md.—No haste is anticipated in selecting a successor to the late Henry A. Wroth as sec'y of the Chamber of Commerce. During his absence on account of his ill health since the middle of July his place has been filled by James B. Hessong, the assistant sec'y and treas., who is a candidate for promotion to the secretaryship.

Baltimore, Md.—The third annual state wheat and corn show, given under the auspices of the Maryland Cereal and Forage Crop Breeders' Ass'n, will be held in this city Dec. 1-3. Men of national prominence will make addresses and prizes will be awarded to the best exhibits. "Winter and Spring Oats for Maryland" will be discussed by a crop specialist of the U. S. Dept. of Agri.

Baltimore, Md.—Altho Henry A. Wroth, sec'y of the Chamber of Commerce, committed suicide Oct. 18, he was buried in consecrated ground with Catholic rites, a simple service at the home. This concession was made because during the several hours he retained consciousness after he had inflicted the fatal wound he made regrets to a priest, an unusual circumstance. The directors of the Chamber of Commerce, with which Mr. Wroth had been connected for 28 years, passed resolutions expressing sympathy with his afflicted family.

Baltimore, Md.—Upon the arrival of the Honorary Commercial Commissioners of Japan in this city they were met at Union Station by a delegation of the business and industrial leaders of Baltimore, headed by Charles England, pres. of the Chamber of Commerce. In honor of the commission's visit an elaborate program was prepared by the Chamber of Commerce and representative business men. The tourists were taken about the city and among other places visited were a fertilizer plant, the sewerage system, steel mill, and an oyster-packing plant. As the party was being shown thru the last named establishment great interest

was manifested by the gentlemen from Nippon. "Baltimore has the finest oysters in the world," explained Mr. England. "So have New England, New York and Philadelphia—they told us so," replied Pres. Kojiro Matzukata, of the Kobe Chamber of Commerce, without cracking a smile.

MICHIGAN.

Elba, Mich.—The grain eltr. and coal sheds of John S. Smith, that burned Sept. 13, will be rebuilt.

Howell, Mich.—The Michigan Mlg. Co. of Ann Arbor has bot a site here on which it may erect an eltr.

Azalia, Mich.—The Michigan Milling Co. of Ann Arbor is building new grain eltrs. here and at Wetmore Lake.

Leslie, Mich.—The Leslie Eltr. Co., incorporated for \$16,000, and built new eltr. and warehouse with frost-proof cellar 30x120 ft.

Eagle, Mich.—W. W. Lung Hay & Grn. Co. has built an eltr. on the P. M. R. R. It is well equipped for handling hay and grain.

DeWitt, Mich.—Christian Breisch Co. of North Lansing, and Isbell Brown Co., of Lansing, have each built an eltr. on the electric traction here.

Fenton, Mich.—The Fenton Eltr. Co., incorporated for \$20,000 by C. E. Hankins, E. I. Isbell and K. P. Kimball and bot the Fred Welch eltr.

Dowagiac, Mich.—The Colby Mlg. Co. is enlarging its eltr. by a 2-story addition 48x60 ft., providing storage for 40,000 bus. of grain and 20,000 bbls. of flour.

Frankfort, Mich.—Owing to unfavorable conditions in the Northwest at this time our eltr. here is closed, but we hope to open it later in the year.—The Goemann Grain Co.

Petersburg, Mich.—The Amendt Milling Co. of Monroe has installed in the eltr. it purchased here of Balus & Dawson, that was previously owned by D. D. Van Acker, a feedmill and a 30-h.p. Field Gasoline Engine.

Detroit, Mich.—C. H. Barrett of the firm of Botsford & Barrett, dealers in beans, grain and feed, will move from Owosso to Detroit. Some time ago Mr. Botsford became mgr. for Dun & Co., mercantile agency at Kalamazoo.

Otsego, Mich.—Early in the morning of Oct. 30 burglars forced an entrance thru a rear window in the eltr. office of G. H. Siple & Co., used buckwheat to deaden the sound of the explosion and blew open the safe. They took \$20 and overlooked a package containing \$400.

Sandusky, Mich.—W. H. Quail, formerly in the grain business at Crosswell, is pres. of the Co-operative Eltr. Co. recently organized here. Its new 16,000-bu. eltr. is nearing completion. Beans will be handled on one side of the house and grain on the other. A Monitor Compound Shake Cleaner will be installed.

Detroit, Mich.—Caughay & Carran have sold their old eltr. to the Mich. Cent'l Rlrd. and bot the old warehouse and eltr. of the Canada Malt Co. The eltr. is being overhauled and its storage capacity increased to 150,000. Four In-vincible Cleaners and Clippers and two legs are being installed. The old malt house will be used as a seed house.

Port Huron, Mich.—The pea mill of the Michigan Cereal Co. and adjoining buildings, including those of the McMorran Mlg. Co., burned early in the morning of Nov. 3.—Loss on grain of the

Michigan Cereal Co., total; insurance, \$18,000. Total loss on grain and machinery of the McMorran Co.; insurance on grain \$2,000, on machinery, \$5,300.

MINNESOTA.

Mapleton, Minn.—Jas. B. Daly has bot the eltr. of the Farmers Eltr. Co.

Clara City, Minn.—John Knoop has succeeded Jacob Steffens as treas. of the Farmers Eltr. Co.

Ogilvie, Minn.—F. A. Starry of Glen-coe, Minn., has bot the new eltr. of M. E. Whipple.

Rochester, Minn.—Farmers in this vicinity are considering building an eltr. and coal sheds.

Delhi, Minn.—The Pacific Eltr. Co. and the Gt. Western Eltr. Co. are each erecting a 10x60 corn crib.

Triumph, Minn.—The warehouse of the Western Eltr. Co. was damaged by fire caused by lightning during a recent storm.

Brighton sta., New Ulm p. o., Minn.—Farmers now operate an eltr. at this station.—C. F. Pierce, agt. Skewis Grain Co., Org, Minn.

Moorhead, Minn.—Judge Ira B. Mills of the R. R. & Warehouse Commission has been here to observe the car shortage, which needs immediate relief.

St. Cloud, Minn.—Work has begun on the new 30,000-bu. eltr. for H. C. Ervin, that the Burrell Eng. & Const. Co. intends to finish in time to handle some of this season's grain.

Ottawa, Minn.—A new company was organized here Nov. 2, to be known as the Ottawa Eltr. Co. It will handle farm products, coal and lumber; capital stock, \$5,000.—F. L. Case, agt. Plymouth Eltr. Co.

Duluth, Minn.—The Soo R. R. is laying tracks to the eltrs. on the Duluth side of the bay and will soon be able to deliver grain to them, which will relieve the situation considerably, as the handling of Soo cars has been delayed.

New Richland, Minn.—The New Richland Eltr. Co. has bot the building and machinery of the Wrightman Feed Mill, and will move the mill to the site of the eltr., where the machinery will be overhauled to grind buckwheat, rye and feed.

Henderson, Minn.—Lawrence J. Parker, mgr. for the Parker Eltr. Co., filed a petition in voluntary bankruptcy in the federal court at Mankato, Nov. 3, the same time Elihu Parker filed his. L. J. Parker's liabilities are \$2,225, with assets exempt.

Mankato, Minn.—Elihu Parker of Minneapolis, formerly of this city, filed a petition here in voluntary bankruptcy, giving his liabilities as \$24,893, of which \$13,750 are secured, and his assets as \$30,000 in real estate and \$1,200 in stock and \$6,500 exempt. He has been engaged in the eltr. business.

Woodstock, Minn.—Robt. Conners, who has been in charge of the Farmers Eltr. Co. here for the last 18 months, has severed connection with the company and expects to go west. J. F. Delaney will succeed him. Mr. Delaney has been buying for the Benson Grn. Co. of this place. He took charge of the business Nov. 1.—Farmers Co-operative Co., Pipestone, Minn.

Duluth, Minn.—Furliners of grain car doors that have been left along the railroad rights of way, are threatened hereafter with active prosecution if the recent arrest of a resident of Conners

Point, by a special officer of the Great Northern road, may be taken as significant. J. Archambault is the name of the offender who was chosen to make an example of. It is alleged that there are only a few houses to be found in the vicinity of the terminal tracks, the coal docks and the railroad yards where there is not a pile of the grain doors in all stages of destruction for use as fuel and minor repairs of outhouses, and many more flagrant cases, it is declared, exist. When arraigned Mr. Archambault's case was continued. The police state that if prosecutions are pushed on this charge that it will involve a number of parties who have figured prominently in local affairs, as it is known that they have made use right along of the material which the roads are seeking to preserve. It is asserted that the grain doors are allowed to lie along the tracks for months at a time without any effort being made by the company to gather them up, although they sometimes do send men around to get those which may be found to be worth the time and trouble to put into use again.

St. Paul, Minn.—The bushel tax that was much criticised after the legislature adjourned, apparently is working out just the opposite of what was expected, and instead of increasing the tax on eltrs. has greatly reduced it. Reports from the assessors to the state tax commission show that the total tax from all the counties will amount to \$34,586, only a little more than Hennepin county alone, in which Minneapolis is located, paid under the old ad valorem system. The original bill provided a rate of $\frac{1}{4}$ c per bu. on wheat and flax and $\frac{1}{8}$ c on other grains; but in the committee or elsewhere the word "cent" was changed to "mill," reducing it to one-tenth of what it was supposed to be when attacked because of the heavy burden it would put on small eltrs. About 60% of the total tax is paid by the terminal eltrs., Hennepin county paying \$13,142 and St. Louis \$8,417. Few outside counties pay large sums under the new law, Crow Wing county pays 74 cents and Kanabec \$2. Yellow Medicine is the largest county outside of those containing terminal eltrs.; it pays \$477 of the new grain tax. Lac qui Parle comes next with \$475, and the five following counties range down to \$402. Ten counties have no eltrs. A summary of the reports show that the eltrs. of the state handled during the year ended March 1, 1909, 88,146,220 bus. of wheat, 14,129,048 bus. of flax, 32,302,388 bus. of barley, 34,152,626 bus. of oats, 3,315,139 of rye, 3,129,459 of corn and about 700,000 bus. of other grain.

MINNEAPOLIS LETTER.

New members of the Chamber of Commerce: Herbert A. Dew, Walter Turle of Duluth and C. S. Christensen, Sr., of Madelia, Minn.—John G. McHugh, sec'y.

The Inspection Dept. has announced the following charges: "Sampling and getting type sample, 25c; special samples to settle differences, 50c; sampling and 'rolling' mustard seed, \$1; resampling cars, 20c. Where sample is required from car in St. Paul \$1 will be charged in addition to the regular charge. At other stations the charge will be according to the time required and the necessary expense incurred."

The case of Sherman R. Norris, head of the Minnesota Grain Indemnity Co., accused of appropriating to his own use funds entrusted to him, will be tried during the present session of the district

court. Norris was charged with taking money turned over by stockholders. Some customers are alleged to have received large profits while others received nothing. After an investigation Norris was indicted on three charges preferred by former customers.

MISSOURI.

Kansas City, Mo.—J. Sidney Smith, who recently underwent an operation for appendicitis, has so far recovered as to be out again.

Centertown, Mo.—Mahan Mfg. & Eltr. Co. incorporated with capital of \$10,000; incorporators, B. W. Lansdown, W. A. Stark and K. T. Mahan.

Marshall, Mo.—The Rea & Page Mfg. Co. is expecting to build a large eltr. here during the coming season in order to handle the large volume of wheat received by this concern.—Fulton Everett, Malta Bend, Mo.

Kansas City, Mo.—The Board of Railroad & Warehouse Commissioners of Missouri are considering adopting the rules for grading grain as adopted by the National Grain Dealers Ass'n at meeting in Indianapolis.—H. C. Nunn, chief grain inspector of Missouri.

Independence, Mo.—Five runaway cars, loaded with wheat consigned to the Waggoner-Gates Mfg. Co. of this city, crashed into a caboose at Southwest Junction, 4 miles east of Kansas City, Oct. 18, and killed the brakeman and seriously injured the conductor of the train that was struck. The runaway cars started down the steep grade at Independence and had gained terrific speed.

Jefferson City, Mo.—In the state supreme court, Oct. 29, the case to test the constitutionality of the law of the last legislature prohibiting deductions being made in the weight of grain for waste or dirt was argued and submitted. Application was made to the court for the release of R. J. House, of Kansas City, on habeas corpus proceedings, on the ground of the law's unconstitutionality. Mr. House was arrested for violating the law by deducting 100 lbs. from the weight of a car of grain.

ST. LOUIS LETTER.

Since Oct. 15 the following have applied for membership in the Merchants Exchange: Frederick H. Kriesmann, Chas. G. Weiler and C. A. Wilder; following memberships sold: Thos. E. Stocker, J. B. Cronheim, Chas. B. Gale.—Geo. H. Morgan, sec'y.

J. B. Magee, of Cairo, Ill., presided as chairman of a meeting of a dozen grain dealers of Missouri, Illinois and Ohio river crossing points held at the Planters Hotel here Oct. 19. Matters of general interest to the grain trade were discussed. No formal action was taken.

St. Louis as a market for mixed consignments of alfalfa hay and Chinamen, such as was received a few days ago from Texas by John D. Mullally, is gaining fame. Mr. Mullally recently received from Sam Carlisle the following telegram: "I am making up a consignment of Chinamen for shipment to you. Do you want them straight or doped?"

P. A. Stephens, formerly with the Cochrane Grain Co., St. Louis, and J. C. Fallis, formerly with J. Allen Smith Co., have opened an office in this city, under the firm name of Stephens & Fallis, and will conduct a cash grain brokerage busi-

ness. Mr. Stephens is well known in the west and Mr. Fallis is one of the best known milling wheat buyers in the east and southeast.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of September the following bad order cars were found at the different eltrs., track scales and hold tracks: Leaking grain door, 523; leaking over grain door, 32; leaking boxes, 2,989; leaking end windows, 49; cars not sealed, 565; end windows not sealed, 386; end windows open, 66 cars.

The movement of new corn is increasing and likely will continue to do so as long as the weather remains favorable. Prices generally satisfactory, but probably will decline some as the movement increases. Nearly all the new corn receipts are from nearby points in Illinois. It is reported that St. Louis has from 3,000,000 to 5,000,000 bus. bot to arrive for Nov. and Dec. shipment.—H. A. Von Rump, Seale Bros. Eltr. Co.

A temporary injunction restraining the Merchants Stock & Grn. Co. from using quotations made from the Chicago Board of Trade was granted by Judge Day in the United States Circuit court in this city Nov. 5. In the decision it was declared that the board has a proprietary right to its quotations. Date of hearing has not been set. An injunction against the Price Commission Co. and Burtis Price and Thomas E. Price as individuals has been asked by the Chicago Board of Trade to restrain this concern likewise from obtaining and using Chicago quotations on stocks and grain.

The prospect now is that Pacific Coast soft winter wheat hereafter will be barred from St. Louis, either for sale on the open market, to be taken for milling or for delivery on future contracts. The directors of the Merchants Exchange already have in their hands a petition asking that a rule barring Pacific Coast wheat be established. It is understood that the grain committee of the exchange will request the Missouri State Railroad and Warehouse Commission to make a special grading for this wheat. Should this request be granted it is believed that the commission will take some such action as that of the Illinois Railroad and Warehouse Commission which has such a grade known as "Pacific Coast" wheat, thus differentiating it from the soft winter wheat of the central western states.

NEBRASKA.

Sargent, Neb.—A. H. Brooks' new eltr. built by W. H. Cramer is nearly finished.

Manley, Neb.—I have ordered a Bauder Loader for loading cars.—W. B. Essick.

Osmond, Neb.—The McCaull-Webster Eltr. Co. has bot the plant of the Fritzon Grn. Co.

Breslau Sta., Plainview p. o., Neb.—McCaull-Webster Eltr. Co. is installing a hopper scale.

Broken Bow, Neb.—I have bot the grain and coal business here of Rasmus Anderson.—F. J. Bahr.

Howe, Neb.—John Mayer and Eph Rhodes, Jr., of this place, have bot the eltr. of Geo. Cummings. Possession was given Oct. 18.

Breslau sta., Plainview p. o., Neb.—Eltr. is being erected here by the Younglove Const. Co. for Geo. W. Hitchens, of Sioux City.

Omaha, Neb.—The first exhibit of corn for the National Corn Exposition has been received, from G. M. Bronson of New York State.

Grand Island, Neb.—Henry Glade has two steel tanks of 22,000 bus. capacity recently completed by the Steel Storage & Eltr. Cons. Co.

Omaha, Neb.—The 200,000-bu. addition to the plant of the Nebraska-Iowa Grain Co. has been completed by the Burrell Engineering & Construction Co.

Carroll, Neb.—R. D. Merrill, who was formerly engaged in the grain business here as pres. of the Carroll Lumber & Grain Co., has removed to Ashton, Idaho.

Crowell, Neb.—E. G. Harris, helper in the eltr. of the Nye-Schneider-Fowler Co., had two fingers of his right hand cut off while starting the gasoline engine in the plant.

Omaha, Neb.—The Traders Grain Co. has brot suit against the Cavers Grain Co. and D. Maltby to recover \$500 for a carload of grain alleged to have been unlawfully seized.

Omaha, Neb.—Suit was brot Oct. 30 by the Trans-Mississippi Grn. Co. against the Union Pacific railroad for \$1,010.68 damages for the alleged delayed shipment of some grain last November.

Omaha, Neb.—The delegates appointed by the Chicago Board of Trade to attend the Omaha Corn Exposition are W. N. Eckhardt, J. C. F. Merrill, Robt. McDougal, H. A. Rumsey and F. A. Paddiford.

Omaha, Neb.—The Grain Exchange is said to contemplate establishing a call rule for bids on grain sent out after the close of the market to the country dealers like that enforced by the Chicago Board of Trade.

Omaha, Neb.—Word has been received here that St. Joseph, Mo., will send a carload of grain men to Omaha Dec. 16, grain dealers' day at the Nat'l. Corn Exposition. Two carloads already have been promised from Kansas City.

Omaha, Neb.—New members admitted to the Grain Exchange since Oct. 15 include W. A. Lamson, J. F. Gloe, J. A. Ellis and L. P. Roberts. J. A. Bushfield, W. A. Swygard, Chas. Stidham and Theo. A. Anderson have applied for membership and the following memberships have been transferred: E. E. Bryson, E. R. Beem, J. Swaink.—F. P. Manchester, sec'y.

Lincoln, Neb.—Additional testimony was taken by the State Railroad Commission on Oct. 10 in the complaint of the Wells-Abbott-Nieman Co. of Schuyler, Neb., against the Union Pacific and C. B. & Q. railroads for not installing a transfer switch in that city. The testimony was offered by the Union Pacific. Two witnesses were called, J. T. Sumner, owner of a lumber yard at Schuyler, and Geo. P. Bissel, sec'y-treas. of the T. B. Hord Grn. Co., of Central City, Neb., which company has an eltr. at Schuyler.

Omaha, Neb.—A caucus was held by the active members of the Grain Exchange Oct. 22 to nominate candidates to be elected members of the board of directors of the exchange at an election to be held Nov. 10. These members of the exchange were nominated: John B. Swearingen, N. C. Peters and Charles F. Davis. Others voted for at the caucus were E. P. Peck and C. E. Niswonger. The directors to be chosen at the approaching election will succeed G. W. Wattles, Mr. Kirkendall and Mr. Swearingen.

NEW ENGLAND.

Clinton, Mass.—Wallace Grn. Co. incorporated; capital, \$50,000; Frank F. Wallace, Pres.

Mansfield, Mass.—McKenzie & Winslow of Fall River have let the contract to the Steel Storage & Eltr. Cons. Co. for a steel eltr. one steel tank of six bins with 40,000 bus. capacity.

Boston, Mass.—The Geo. F. Reed Co. recently secured the services of two enterprising young men who are deemed valuable additions to the firm. One of these is Seth Catlin, Jr., formerly with his father in Chicago and for the last few years with J. E. Soper & Co. of this city. He will give his attention to the domestic grain business of the house. The other is P. L. Glazer, who for the last 17 years has been in the railroad business and for 10 years in the foreign freight department of the Boston & Maine railroad. He will handle the export business of the Geo. F. Reed Co.

MONTANA.

Butte, Mont.—Beebe Grain Co. incorporated with capital of \$10,000.

Billings, Mont.—The new eltr. of the Russell-Miller Milling Co., capacity 250,000 bus., is about completed.—Thomas B. Quaw & Co., Thos. B. Quaw, pres-mgr., Bozeman, Mont.

Bozeman, Mont.—Gary Bros. and W. L. McDonnell have bot the eltr. of the Bozeman Eltr. Co. from F. W. Bull, J. E. Feazel and E. F. Kidd. John P. Gary will act as mgr. for the new owners.

Moore, Mont.—M. B. Lytle, owner of the eltr. destroyed by fire at this place Oct. 24, entailing a loss of about \$25,000, partly insured, is already making arrangements to rebuild. Part of the business that would have come here will be diverted by Mr. Lytle to his eltr. at Lewistown.

Big Timber, Mont.—The local organization composed of H. O. Kellogg, W. P. Franklin and John F. Asbury has completed its new eltr. here and has equipped it in an up-to-date manner. Its capacity is 60,000 bus.—Thomas B. Quaw & Co., Thos. B. Quaw, pres-mgr., Bozeman, Mont.

NEW YORK.

Sag Harbor, L. I.—Sag Harbor Grn. Co. incorporated, with capital of \$50,000, by Ernest C. Rogers and others. The company has leased the Maidstone Flouring Mill.

New York, N. Y.—Interest in the cottonseed oil trade has grown to such an extent that the trading ring in the Produce Exchange has been changed to the center of the floor and greatly enlarged.

Syracuse, N. Y.—The Syracuse Milling Co., composed of Thompson, Ashton and Cook, have a new feed mill and four steel tanks with storage room for 45,000 bus. built by the Monarch Engineering Co.

New York, N. Y.—Daniel H. Cobb, a retired grain dealer and one of the oldest members of the New York Stock Exchange, died Oct. 21 at his home in Brooklyn. He was 86 years old. Three sons survive him.

Niagara Falls, N. Y.—The \$10,000,000 plant of the Shredded Wheat Co. will soon be enlarged by the addition of an eltr. which will be built entirely of steel in 9 sections, 45x80 and 110 ft. high. There will also be added to the plant a machine and a conveyor building. The

work has been awarded to the Grain Storage Const. Co.

New York, N. Y.—Henry Campbell & Son, Brooklyn borough, incorporated; capital, \$10,000; to deal in hay, straw, grain, feed, etc.; incorporators, Henry Campbell, Rufus L. Campbell, Edith L. Campbell, all of Brooklyn.

Albany, N. Y.—In a fire Oct. 31 which destroyed property valued at \$30,000, M. F. Cantwell, proprietor of a grain warehouse, suffered a loss of \$15,000. Five carloads of grain on a siding were drawn away before the fire could reach them.

New York, N. Y.—The proposed federation of the grain exchanges and boards of trade of the country is being actively furthered by the New York Produce Exchange. A special committee, appointed by Pres. Welding Ring, consisting of the following members—L. W. Forbell, Lyndon Arnold, T. Harry Story, George R. Green, Wm. H. Trafton, H. M. Bogert and John Aspegren—held its first meeting Oct. 25 for the purpose of organizing. L. W. Forbell was made chairman, and Wm. H. Trafton sec'y. The members of the committee are a unit so far as favoring the proposed federation is concerned and active work will be done from this time on to bring it about. Chairman Forbell, who has just returned from a trip thru the west, told of the general interest in the project that he found in all of the grain markets. In connection with the plan a meeting is suggested to be held in New York, probably in the spring of 1910, which will be in the nature of a conference of all the exchanges of the country. Extension of acquaintance is considered one of the best features of the movement.

BUFFALO LETTER.

The Wabash Railroad is now absorbing all local switching on grain, so that cars coming via Wabash may be placed at any eltr. desired.

The October market at Buffalo was a busy one, with lake wheat as the leader, closely followed by rail corn. Oats, both rail and lake, are rapidly coming to be a large factor in this market, while the sales of barley are slightly decreasing.

The final adjustment of the loss in the Great Eastern Elevator, which had a fire in a conveyor belt on Sept. 26th, has been made. Out of 560,000 bus. of grain in the steel elevator, the firemen succeeded in wetting nearly 140,000 bus. and saved 40 feet of old belting.

By the settlement of the strike 250 employees of the Buffalo eltrs. have their wages raised ten per cent, have their union recognized and preference given to union men. On their part they agree to have no sympathetic strikes. The increase is from a monthly scale of \$65 to \$71.50.

Joseph Cook, an employee of the Ryan Eltr. & Forwarding Co. at the Bennett eltr., dropped 60 feet from the top of a grain bin in the eltr. Oct. 28. He was picked up unconscious and at the hospital where he was taken it was found that his left leg and right arm were broken. Cook is 42 and married.

The threatened strike of the inside employees of Buffalo eltrs., known as monthly men, was averted. On Nov. 3 the eltr. operators and their employees signed a two-years' agreement which guarantees to the men an increase of 10 per cent in wages. The settlement of the strike prevented a serious tie-up in lake grain traffic at this port. Grain is pouring into Buffalo now at the rate of hundreds of

thousands of bushels daily and a serious embargo was feared had the strike been prolonged. Not only would traffic have been tied up here, but a boat famine probably would have resulted at many up-lake ports.

The Erie Canal will close early this year, on Nov. 15th which forced boats for tidewater to leave Buffalo not later than Nov. 8th. There was the usual rush at the close, and considerable grain was left which will have to go forward by rail. The season just closed has been the most successful of any in recent years.

The fire on Nov. 1st which destroyed the canal freight house of the Western Transit Co. damaged the City Eltr. to the extent of \$20,000. This eltr., which has been closed down during the season, has probably handled more grain than any eltr. in the world. Built partly in the 70's and partly in 1890, it has received yearly from 20 to 50 million bus. of grain.

The eltr. to be built by the Steel Storage & Eltr. Construction Co. for the Spencer-Kellogg Co. will be an up-house of 1,000,000 bus. capacity, consisting of 20 circular concrete tanks and 28 interstices, and a cupola of steel. The house will have 2 portable marine legs, 3 shipping and one short leg; two tracks under bins for either receiving or shipping. Electric power will be used.

The new Wheeler eltr. which was to have been ready for business on Sept. 15th, is still far from complete; in the meantime, A. J. Wheeler, the owner, has to handle his business at the Monarch, a poorly located house which cannot receive the larger class of vessels. This has naturally led to some congestion and delay, but aside from this, there has been no delay in unloading grain at Buffalo this year.

The threatened eltr. strike at Buffalo and the great demand for ore has resulted in a high lake rate on grain. With the strike settled and the colder weather coming on, there is a slight drop in freights, from 3 cents to 2½ from Duluth, which will undoubtedly stimulate shipping. Buffalo received 14,000,000 bus. in Oct. by lake, and the November receipts should be much larger.—H. J. S.

NORTH DAKOTA.

Velva, N. D.—The Farmers Eltr. Co. has succeeded I. L. Berge.

Minot, N. D.—The Grain Growers Co.-op. Co. has erected an eltr.

Belfield, N. D.—The Atwood-Larson Grn. Co. will erect an eltr. here.

Wolford, N. D.—Chas. Serier is agt. for the National Eltr. Co.—L. A. Koons.

Buttville, N. D.—The Farmers Eltr. Co. bot the plant of the Acme Grain Co.

Upham, N. D.—Upham Farmers Eltr. Co. has erected a 30,000-bu. eltr.—J. A. Wik, mgr.

Yucca, N. D.—I am not buying grain this fall on account of my health.—Chas. W. Estee.

Crete, N. D.—I have bot the eltr. of the Crete Grn. Co. from J. J. Peters.—O. A. Orn.

Bowdon, N. D.—Buchmiller & Rembold have succeeded the Bowdon Grain Co.—W. H. Quain.

Surrey, N. D.—The eltr. of the A. A. Robinson Eltr. Co. was bot by E. H. Ray.—E. H. Ray.

Ross, N. D.—I have put in an Avery Automatic Scale and am installing a feed mill.—Wm. Nott.

Stewartdale, N. D.—Lyons Eltr. Co., Bismarck, N. D., has bot the plant of Lehr, Nagle & Co.

Souris, N. D.—Chas. Skoglund has succeeded Peter Hexom as agt. for the Acme Grain Co.—E. Nelson.

Kintyre, N. D.—The farmers have built an eltr. at this station.—Johnstone Eltr. Co., Napoleon, N. D.

Nome, N. D.—I have succeeded M. Lund as agt. for the Gt. Western Eltr. Co.—A. W. Anderson.

Rugby, N. D.—I have succeeded W. J. Doheney as mgr. of the Farmers Equity Eltr. Co.—Albert Maurer.

Oberon, N. D.—Farmers Eltr. Co. has succeeded the Andrews Grn. Co.—E. G. Buhl, agt. Powers Eltr. Co.

Nome, N. D.—We operate two houses—the eltr. of the Rothsay Eltr. Co. and our own.—Nome Grain Co.

Hatton, N. D.—Theo. Lunde has succeeded O. Huset as agt. here for the Andrews Grn. Co.—A. A. Lee.

Roger, N. D.—The eltr. of the Acme Grn. Co. is closed.—Farmers Eltr. & Merc. Co., O. G. Lund, mgr.

Penn, N. D.—The name of the agt. for the Minn. & Nor. Eltr. Co. at this point is H. C. Kornder, not Cornell.

Truro, N. D.—The eltr. of the Cargill Eltr. Co. at this point is closed.—A. E. Johnson, agt. Heising Eltr. Co.

Sharon, N. D.—The eltr. of the Northwestern Eltr. Co. is closed this season.—R. C. Dula, agt. A. O. Cornwell.

Wheelock, N. D.—G. F. Hunter has succeeded M. Webber as agt. here for the St. Anthony & Dak. Eltr. Co.

Upham, N. D.—O. Munson has succeeded C. I. Freeman as agt. for the John D. Gruber Co.—John D. Gruber Co.

Newburg, N. D.—A new engine has been installed in the eltr. of the Riverside Farmers Eltr. Co.—J. P. O'Brien.

Ypsilanti, N. D.—The eltr. of the Monarch Eltr. Co. is not open this season.—Amos Jacobson, agt. Andrews Grn. Co.

Orr, N. D.—The eltr. of the Nat'l Eltr. Co. has been closed since July 1, 1909.—C. Thygosen, agt. Minn. & Nor. Eltr. Co.

Niles sta., Leeds p. o., N. D.—The Farmers Eltr. Co. has bot the eltr. of the Hilmen Merc. Eltr. Co.—J. P. Hilmen.

Penn, N. D.—The eltr. of the Imperial Eltr. Co. has not been opened this season.—H. C. Kornder, agt. Minn. & Nor. Eltr. Co.

Mott, N. D.—Foundation is being laid by the Younglove Const. Co. for the new eltr. that will be erected for Jacob Barth at this point.

Spring Brook, N. D.—F. C. Evenson has succeeded H. A. Schroeder as agt. for the St. Anthony & Dak. Eltr. Co.—F. C. Evenson.

Calvin, N. D.—I sold out to the Farmers Eltr. Co. here in Aug., 1908, and have been mgr. and sec'y for them since.—W. R. Hendry.

Crocus, N. D.—Winter & Ames Co. is decorating its office and engine room with a coat of paint.—Frank Rossau, agt. Winter & Ames Co.

Sarles, N. D.—The eltr. of the Acme Grn. Co., which burned 18 months ago, has not been rebuilt.—P. A. Eck, agt. Imperial Eltr. Co.

Pickert, N. D.—The Amenia Eltr. Co. now has a complete stock of lumber and has built a large shed for it.—J. C. Walters, agt. Amenia Eltr. Co.

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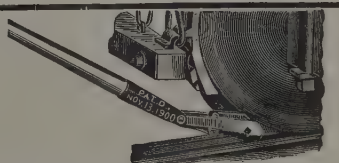
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165 Board of Trade

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Webster, N. D.—J. J. McGuire has succeeded J. R. Koller as agt. for the Minn. & Nor. Eltr. Co.—C. S. Flegal, agt. St. Anthony & Dak. Eltr. Co.

Glover, N. D.—James Clemenson and C. B. Andrus have bot the eltr. of the Monarch Eltr. Co. here and changed the name to Independent Eltr. Co.

Roger, N. D.—J. Perkins has succeeded Dan Mahoney as agt. here for the Osborne-McMillan Eltr. Co.—Farmers Eltr. & Merc. Co., O. G. Lund, mgr.

Petersburg, N. D.—The Minn. & Northern Eltr. Co. has sold its eltr. here, but I do not know who bot it.—Theo. Thompson, agt. A. O. Cornwell.

Penn, N. D.—H. L. Schutte is mgr. for the Penn Eltr. Co. J. L. Beason is agt. for the St. A. & Dak. Eltr. Co.—G. D. Schutte, sec'y Penn Eltr. Co.

Newville, N. D.—Carl Wilborn has succeeded A. O. Deeter as agt. for the Farmers Grn. Co.—L. P. McIneney, agt. Farmers Grn. & Shpg. Co.'s R. R.

Souris, N. D.—The plants of the Imperial Eltr. Co. and Winter & Ames have not been opened this year.—C. A. Kirkeby, mgr. Souris Farmers Eltr. Co.

Valley City, N. D.—The Acme Grain Co. has no house here. The eltr. of P. P. Persons is closed.—J. H. S. Thompson, mgr. Farmers Co-op. Eltr. Co.

Washburn, N. D.—W. C. Jertson has succeeded J. E. O'Hara as mgr. of the Farmers Grn. Co.; Otto Schultz has succeeded Schultz & Co.—W. C. Jertson.

Washburn, N. D.—The eltrs. of the Washburn Grn. & Feed Co. and the Farmers Eltr. Co., recently destroyed by fire, will not be rebuilt until spring.

Voltaire, N. D.—E. R. Dennesson has succeeded O. L. Sparks as agt. for the Royal Eltr. Co., the latter having been appointed mgr. of the Farmers Eltr. Co.

Voltaire, N. D.—Colter Bros. & Chambers are not handling any grain tho they still have their house here.—Chas. F. Castle, agt. Osborne-McMillan Eltr. Co.

Goodrich, N. D.—The new eltr. recently completed for Davis & Hendricks has been opened for business. The equipment of the new house is thoroly up to date.

Turtle Lake, N. D.—Andrews Grn. Co. has built a coal shed 16x40, four bins, and is handling coal as a side line.—E. J. Freeman, agt. Regan & Lyness Eltr. Co.

Nanson, N. D.—The eltr. of the Hennepin Eltr. Co. at this place was bot in July, 1909, by the St. Anthony & Dak. Eltr. Co.—Fred Lundberg, agt. Heising Eltr. Co.

Voss, N. D.—The Andrews Grain Co. has discontinued business at this point and has rented its eltr. to the Thorpe Eltr. Co.—R. A. Hlubek, agt. Amenita Eltr. Co.

Lorain, N. D.—The eltr. of McCabe Bros. was closed for the season Oct. 16. Their buyer, M. L. Buckland, was transferred to Stover, (Edmore p. o.) N. D.—Chas. Lytle.

Wishek, N. D.—The eltr. formerly belonging to the Harris Grn. Co. is now owned by Doyle & Welsh; James Welsh is mgr.—W. C. Kennedy, Minn. & Western Grain Co.

Portland, N. D.—The Portland Farmers Eltr. Co. has succeeded H. B. Borneman; capital stock, \$10,000; Pres., Ole Paulson; sec'y, L. C. Goplerud; mgr., L. O. Odegard.

Tunbridge, N. D.—Tom Osse of Brinsmade, N. D., has bot the eltr. of McDermont & Broderson, Carl Ryding agt.

—L. A. Larson, sec'y and treas. Tunbridge Eltr. Co.

Taylor, N. D.—The new eltr. of the Farmers Eltr. Co. of this place has been opened for business. H. W. Brademeyr is pres. and H. C. Stoxen sec'y. Cost of the house was \$8,000.

Nash, N. D.—The St. Anthony & Dak. Eltr. Co. has just completed repainting its house; the eltr. of the Duluth Eltr. Co. is closed.—J. C. Gilmore, agt. St. Anthony & Dak. Eltr. Co.

Williston, N. D.—McKay Bros. have bot the eltr. of the Brusegger Merc. Co.; J. O. Halverson has bot the eltr. of Adam McCormick who has started the Williston Mill Co.—Brusegger Merc. Co.

Wilton, N. D.—J. A. Schroeder has succeeded G. A. Lenhart as agt. for the Lyon Eltr. Co.; the Lodge Eltr. Co. has succeeded the Washburn Eltr. Co.—Wilton Merc. Co., per J. Anderson.

Napoleon, N. D.—Minnesota & Western Grn. Co. has bot the eltr. of Lehr, Nagel & Co. W. M. Noddings has bot the sheds and coal business of the Johnstone Eltr. Co.—Johnstone Eltr. Co.

Walhalla, N. D.—McCabe Bros. have bot the plant of the Grafton Roller Mills Co. D. O. McGinn has succeeded J. Blacklock as agt. for the State Eltr. Co.—Geo. Delisle, mgr. Walhalla Mfg. Co.

Oakes Junction sta., La Moure p. o., N. D.—David and Gilbert Sorenson have bot the eltr. of the Minn. & Western Grn. Co. and it is now run under the name of the Independent Eltr.—David Sorenson.

Hatton, N. D.—O. M. Sunwall has succeeded O. A. Myrand as agt. here for the Gt. Western Eltr. Co. A. J. Hole has succeeded H. O. Larson as agt. for the Imperial Eltr. Co. at this point.—A. A. Lee.

Minot, N. D.—The eltr. of the Minot Farmers Grn. Ass'n had a narrow escape from fire recently. The flames were discovered in the cupola but were extinguished before they had gained any great headway.

Portland, N. D.—J. M. Johr has succeeded O. D. Patterson as agt. for the St. Anthony & Dakota Eltr. Co.; the present mgr. of the Federal Eltr. Co. is O. C. Brager.—A. A. Kappang, mgr. Cargill Eltr. Co.

Thompson, N. D.—J. H. Widness has succeeded H. F. Crawford as agt. for the Duluth Eltr. Co.; the eltrs. of the Nat'l Eltr. Co. and the Northwestern Eltr. Co. are closed.—L. F. Wilde, mgr. Farmers Eltr. Co.

Munich, N. D.—John Crough has succeeded G. E. Arthur as agt. for the Heising Eltr. Co.; H. Gainsforth has succeeded E. A. McCay as agt. for the Cargill Eltr. Co.—H. A. Moore, agt. Farmers Grain Co.

Reynolds, N. D.—Martin Erreckson has succeeded E. E. Turner as agt. for the Reynolds Farmers Eltr. Co. Mr. Turner has been appointed mgr. for the Duluth Eltr. Co. He succeeded A. B. Hilliard in this position.

Stanley, N. D.—The eltr. of the Minot Eltr. Co. was bot by the Graham Eltr., Rob Graham, agt., and the small Graham eltr. torn down; the eltr. of the Victoria Eltr. Co. is closed.—H. J. Arnold, agt. Arnold Bros.

New Salem, N. D.—A. F. Dietz & Sons are building a 35,000-bu. addition to their eltr. increasing their capacity here to 60,000 bus.; John Seethoff is building a 5,000-bu. addition.—A. C. Crowley, agt. Lyon Eltr. Co.

New Rockford, N. D.—Ely Salyards & Co. have succeeded the Dakota Eltr. Co.; James Hackney is agt. T. Pottner is agt. for the Monarch Eltr. Co., having succeeded R. M. Kennedy.—Farmers Eltr. Co., W. C. Beardsley, mgr.

Ray, N. D.—J. A. Brown has succeeded W. D. McKinnon as agt. for the Andrews Grn. Co. and M. C. Barry has succeeded E. E. Seal as agt. for the St. Anthony & Dak. Eltr. Co.—D. W. O'Connell, agt. Victoria Eltr. Co.

Sheldon, N. D.—Sorenson Eltr. Co. will remodel an old mill here to handle grain; the Acme Eltr. Co. sold out last year to the Gt. Western Eltr. Co., who lost its house by fire a year ago.—Jas. H. French, mgr. Sheldon Farmers Eltr. Co.

Walhalla, N. D.—We are buying on very small margin, caused by the list prices issued by Grain Bulletin. They are not uniform; sometimes margin is too big and again it is almost freight off; reason for this we do not know.—Lee Bros.

Eldridge, N. D.—Information about eltr. agts. here is incorrectly stated in this column Oct. 10. These are the facts as I gave them: John Munger is agt. for the Occident Eltr. Co. and M. Blewett for the Star Eltr. Co.—R. W. Freeman, agt. Powers Eltr. Co.

Binford, N. D.—Adolph Retglaff will succeed R. B. Vogen as agt. here for the Acme Grain Co.; latter is going to Canada where he will enter the grain business with Herb Church of Davenson, Sask. Mr. Vogen has been with the Acme Grn. Co. here 6 years.—Chas. Patterson.

Wahpeton, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. was bot by Purcell & Divet. Baldwin Eltr. Co. has built a new office and installed electric motors for power. Andrews Grn. Co. tore down its eltr. on the N. P. and moved the lumber elsewhere.—C. D. Ramsdell.

Westhope, N. D.—The eltrs. of the Cargill Eltr. Co. and the Heising Eltr. Co. have been closed for a year; Farmers Eltr. Co. bot the eltr. of McCabe Bros. from S. Samuelson, A. J. Helgersen manages both its houses; the eltr. of the Westhope Eltr. Co. burned a year ago.—A. J. Helgersen.

Portal, N. D.—D. C. Knapp is now managing his own eltr. That of the Osborne-McMillan Eltr. Co. is closed. That of the Farmers Eltr. Co. has changed hands and is now operated under the name of the Odin Eltr. Co. with R. Traver mgr. I am now agt. for the Royal Eltr. Co.—L. A. Grant.

Fargo, N. D.—North Dakota grown corn is being shipped into Fargo in car lots at the present time. Magill & Co. a few days ago received a carload of flint corn and later a carload of northwestern dent. Magill & Co. state that the corn is fully matured and that they prefer it to Iowa or Southern Minnesota corn.

OHIO.

London, O.—Farrar & Watts are improving and overhauling their eltr.

Van Wert, O.—A 20-h.p. motor is being installed in the eltr. of F. D. Brandt.

Van Wert, O.—Ireton Bros. & Eikenbary Co. has changed to electric power.—O.

Conover, O.—Our eltr. will be completed Nov. 1; capacity, 20,000 bus. Located on the P. R. R.—Shaffer & Cromer.

Latty, O.—Paul Coleman, of Paulding, O., is scooping corn at this point and at Scott, O.

Cincinnati, O.—The E. M. Smith Grn. Co. has opened offices in the Fourth Nat'l Bank bldg.

Southworth, O.—Lutz, Brandt & Lutz have bot the eltr. here of C. E. Young, of Delphos, O.

Scott, O.—The Pierce Grain & Hay Co. own and operate the only grain eltr. at this station.

Wilmington, O.—Buckley Bros. are building a corn crib of about 1,500 to 2,000 bus. capacity.

Cavett, O.—E. C. Fisher has succeeded Wm. Cook & Son at this place.—Chas T. Pierce, Van Wert, O.

St. Paris, O.—The McMorran Bros. Co. is building a new eltr.—E. E. Harbour & Son, Pemberton, O.

Toledo, O.—There is some talk of establishing a spring wheat option here for the accommodation of the millers.

North Hampton, O.—D. C. Brand has succeeded Hockman & Collier at this point.—F. F. Hanley, Elmwood, O.

Dayton, O.—Victor E. Hurter intends to put in some new machinery soon.—E. E. Harbour & Son, Pemberton, O.

Conover, O.—There is a new eltr. at this place; firm name is Farmers Eltr.—E. E. Harbour & Son, Pemberton, O.

Athens, O.—About 3 weeks ago the 65-h.p. gas engine of Junod & Co. blew out and tore things to pieces.—H. E. Snyder.

Anna, O.—L. Finkenbein is building an extensive addition to his eltr. to be completed in time to handle the corn crop.

Van Wert, O.—Ireton Bros. & Eikenbary are displacing their gas engine with 2 electric motors in their eltr. here.—Chas. T. Pierce.

Lexington, O.—The city council has reduced the license on bucket shops from \$1,000 to \$100 and as a result a number are expected to open in the city soon.

Toledo, O.—Harry DeVore has been appointed receiver of the Cuddeback Grain Co. and will receive claims against the company Nov. 15 at 910 Ohio Bldg.

Yorkshire, O.—Yorkshire Grn. Co. is putting in steam power for heavy work, keeping gasoline power for temporary work.—J. M. De Weese, Yorkshire Grn. Co.

Maplewood, O.—The Maplewood Eltr. Co. has overhauled and placed legs in plumb, installed an Ohio Sheller and a new steel boot, all supplied by the Philip Smith Mfg. Co.

Cleveland, O.—E. A. Williams, long in the grain business here, has accepted the management of the Pittsburg branch of the Studebaker Automobile Co. and moved to that city.

Youngstown, O.—Herman Schmitt of Cleveland has opened a warehouse here as a branch distributing station for corn, oats, hay and feeds. He will continue his business in Cleveland.

Greenfield, O.—E. J. Norton, F. W. Norton and W. E. Goodall now compose the Island Grove Mill Co.; C. A. Welsheimer and T. F. Blackburn are no longer interested in the concern.—E. J. Norton, Greenfield, O.

Cincinnati, O.—W. B. Wasson, whose health has been poor during the last year, has been compelled to leave the city. During his absence his daughter, Miss Laura G. Wasson, appears on the floor of the Board of Trade every day.

Cincinnati, O.—We should be having a lot of corn soon; weather has been favorable. We look for heavy receipts next month; no doubt about it.—John De Molet, of Allen & Munson.

Cygnat, O.—L. B. Einsel, formerly of Sandusky, has let the contract to the Burrell Engineering & Construction Co. for extensive repairs and the installation of entire new machinery in his eltr.

Cincinnati, O.—The following have applied for membership in the Chamber of Commerce: John C. Monteith, Columbus, O.; Allen H. Zaring, of the J. W. Zaring Grn. Co., Richmond, Ky.; and Charles W. Turner, of Nye, Jenks & Co.

Gambier, O.—The eltr. of Thompson Bros., with 2,000 bus. of grain, was burned Oct. 30. A car loaded with wheat also was destroyed. Loss \$20,000, no insurance. The fire started from a hot box on a car put on the side track during the night.

Cincinnati, O.—The grain trade recently ratified the action of the special committee of ten which amended the rules to govern the weighing department and recommended the adoption of the rules to the Board of directors of the Chamber of Commerce.

Florence sta., London p. o., O.—Gordon & Jordan are operating a new eltr. on the Pennsylvania, completed Jan. 1, the machinery for which was supplied by the Philip Smith Mfg. Co. Mr. Gordon is treas. of Madison County and Mr. Jordan has been a farmer.

Pemberton, O.—We are just completing our eltr.; when completed it will be first-class and up-to-date. E. E. Harbour formerly was in business with L. G. Shanley, the firm name being Harbour & Shanley. The eltr. of L. G. Shanley & Co. was built by us.—E. E. Harbour & Son.

I would like to see the shippers of hay send a man to our market to look after their interests and see that they are getting fair treatment. There seems to be so much suspicion throughout the country among hay shippers that the grading is done to suit the receivers, but I find on investigation the shippers have been given a square deal.—W. L. Brown, C. of C., Cincinnati, O.

Toledo, O.—The East Side Iron Eltr. Co. is asking for bids to put in a marine leg, for receiving spring wheat and flax from lake boats. The capacity of the eltr. also will be increased by adding 300,000 bus. fireproof storage. It is not likely these improvements can be accomplished before the close of navigation. The Nat'l Eltr. & Mill Co. has a marine leg but has had to turn down applications for storage.


Cincinnati, O.—Complaints from shippers of hay come from those who as a rule consign to this market the classes of hay they cannot apply on their sales; this hay being graded bale for bale by disinterested inspectors in accordance with the Nat'l Hay Ass'n rules for inspection. While on the other hand shippers who consign all their shipments to this market make comparatively little complaint.—J. E. Collins, chairman Hay Inspection Committee.

Bellevue, O.—The Bellevue Farmers Eltr. Co. now has its fine new steel eltr. plant completed and ready for operation. This plant consists of eight large steel tanks for storage and a large steel building with concrete foundations and floors for the handling machinery and warehouse room. The machinery consists of

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TULLAR ENVELOPE CO.
Successors to
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Fumigate Your Elevators and Mills With FUMA
The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.
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Duplicating Scale Ticket Book
No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.
Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.
800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25
Grain Dealers Company
255 La Salle Street Chicago, Ill.

Fairbanks Morse Gasoline Engine, two Fairbanks hopper scales, wagon scale, Monitor Double Receiving Separator, Monitor Seed Machine, Union Iron Works Sheller and Cleaner and Ideal Feed Mill. There is also several cribs for the storage of ear corn. This plant is fire-proof throughout. The Croghan Engineering & Construction Company have the general contract. Plans were drawn by Fred Friedline & Co. and the work erected by this firm under a subcontract.

Marion, O.—The Central Ohio Grain Dealers Ass'n held a banquet and election of officers in this city Oct. 22. Representatives were in attendance from all cities and larger towns from Columbus to the lake. "King Corn" was the principal topic under discussion at the meeting. The consensus of opinion was that much of the new corn is not yet fit to handle because it is not drying out as fast as last year. It was said that the great bulk of the new corn would not be in condition to handle until early in Nov. That the farmers are holding both wheat and oats for higher prices seemed to be the general opinion. H. W. Fish, of Mansfield, who presided at the meeting, was elected sec'y and treas. G. A. Tanner of Mansfield was re-elected pres. The next meeting of the ass'n, which meets quarterly, will be held at Columbus.

OKLAHOMA.

Quinlan, Okla.—The Farmers Federation is not in business here now.—A. J. Robertson.

Carnegie, Okla.—We have bot the eltr. of the Home Grn. Co. at this place; the present firm name is Thomas & Goode.—J. R. Thomas, mgr.

Calumet, Okla.—I have removed from Weatherford, Okla., to this point where I will act as mgr. of the eltr. of the Wirt & Lyons Grn. Co.—R. G. Quell.

Ponca City, Okla.—J. M. Shornden has completed covering his eltr. with galvanized iron as a protection against fire and to make a drier house of the plant.

Bodock sta., Ponca City p. o., Okla.—J. S. Hutchins Grn. & Eltr. Co. has put in large cribs here greatly improving local handling facilities.—J. M. Shornden, Ponca City, Okla.

White Eagle, Okla.—The H. B. Harrod Grn. Co. has greatly improved its eltr. at this point by shutting out the water from the pit and putting screw conveyors to boot.—J. M. Shornden, Ponca City, Okla.

OREGON.

Forest Grove, Ore.—W. H. Hartrauff and G. G. Paterson have rented the Crescent Flouring Mill and will do a general grain and feed business.—W. R. Hicks.

Portland, Ore.—The Albers Mfg. Co. of this city has placed its order with the Minneapolis Steel & Machinery Co. for a 14x28x36 heavy duty cross compound Twin City corliss engine which will be used for driving its mill.

Portland, Ore.—Rebuilding operations on the new mill of the Portland Flouring Mills Co. have begun and rapid progress is being made. The new mill will be 60x100, six stories high, of concrete and frame construction. Capacity will be 2,500 bbls. per day. Upon the completion of this work the company has made plans for the erection of a second mill unit

having the same capacity. The cost of the completed plant, including eltr. and storage tanks, will approximate \$350,000.

PENNSYLVANIA.

Manheim, Pa.—The Manheim Milling Co. has new steel storage tank of 35,000 bus. cap. with concrete foundation and hopper bottoms erected by the Steel Storage & Eltr. Cons. Co.

PHILADELPHIA LETTER.

Grain shipments for foreign ports are beginning to show an increase. Well informed shipping men predict a good outlook for the export grain business.

Only 106 carloads of corn were inspected during October, including No. 2 steamer, and No. 3 grades, while 441,495 cars of various grades of wheat passed thru the chief grain inspector's department here.

The resignation of President Samuel J. Scattergood of the Commercial Exchange from the recently chosen position of president of the National Ass'n of Feed Dealers caused no surprise among the trade here, as it is known that his increasing business and active administration work in other lines prevented him from giving full attention to the new duties imposed upon him; besides, he has not been in the most rugged health for some time.

The new schedule of inspection charges, effective Nov. 23, adopted by the grain committee of the Commercial Exchange, will be 30c a car for inward inspection of grain for export and 20c per 1,000 bus. for outward inspection. For domestic consumption a charge of 40c per car will be made. This is an increase of 10c over the old rate. The old charge of 20c for samples will still hold good. The recent order of the committee, which was to have become effective Nov. 25, charging nonmembers of the exchange 75c per car for inward inspection of grain for export was rescinded. Steamship agents opposed this charge as unreasonable inasmuch as members were charged only 30c for the same service. The charge is now the same for all.

Pres. George D. Montelius, Sec'y S. W. Strong and Director J. C. Collins, officials of the Illinois Grain Dealers Ass'n, were the guests of the Commercial Exchange and were taken charge of by Pres. Samuel J. Scattergood, Sec'y Frank E. Marshall, Col. E. L. Rogers, James L. King, E. H. Price, E. C. Delp, W. P. Brazer, F. M. Rosekrans, Edward M. Richardson and Capt. John O. Foering. A trip along the Delaware river in the state tug M. S. Quay enabled the inspection party to view the magnificent eltrs. and terminals controlled by the Pennsylvania and the Phila. and Reading Railway Companies, Pres. Montelius declaring that unusual facilities were here for the prompt handling of grain and he would so report to his Ass'n. It was stated that for years the Western grain dealers have depended largely on Chicago for the movement of their products, but the crop of corn this year is so great that individual owners of eltrs. in country districts thruout the West have doubts as to the ability of Chicago to handle the enormous yield alone, which is earlier than heretofore on account of the continuous dry weather, and this port will probably have a large export shipment increase. The committee will visit New York, Baltimore and Boston and other Atlantic ports for the same purposes.

Tactics antagonistic to the efforts of the transportation committee of the Commercial Exchange in its efforts to bring about the abolition of the \$2 diversion charges on cars are being resorted to by certain individuals, according to a letter sent out to the 400 members of the exchange a few days ago by William M. Richardson, chairman of the committee. In his letter Mr. Richardson asserts that "certain interested parties" are using efforts to discredit the work of the committee. Pres. Scattergood of the exchange declares that 95 per cent of the membership of the exchange endorse what the committee has done thus far and will continue to support it. The objecting members, it is said, are those who from time to time have been favored by the railroads and in the hope of again receiving favors are joining hands to obstruct the exchange in its fight for the greater good of all. The opposition to the agitation, it is asserted, has only strengthened the position of the majority of the members and brot about a stronger desire on the part of the local grain men to have the \$2 charge abolished.—S. R. E.

SOUTH DAKOTA.

Vayland, S. D.—Farmers Eltr. Co. incorporated with capital of \$10,000.

New Aberdeen, S. D.—The Skewis Grain Co. is building a new eltr. at this station.—C. F. Pierce, agt. S. Grn. Co., Org, Minn.

Flandreau, S. D.—Wm. A. Dings, who owned an eltr. here, died at Parkston, S. D., a few days ago from inflammatory rheumatism. His wife survives him.

Willow Lakes, S. D.—I have moved from Howard, S. D., to this place to take charge of the eltr. of the Jones Bros. Grn. Co.—Orin A. Thompson.

Hoover, S. D.—I am out of the grain business; my address formerly was Westington Springs, S. D.; my brother has taken my place there.—Govert Vander Boom.

Groton, S. D.—James B. Meharg, a grain buyer of this place, has filed his application in bankruptcy, in which he places his assets at a little over \$28,000 and his liabilities at a little less than \$30,000.

Sioux Falls, S. D.—E. E. Mills has bot the eltr. of the bankrupt Plymouth Eltr. Co. and has thoroly overhauled the property. He has installed a feed grinding plant, a corn sheller and a grain cleaner. He will also handle coal and wood.

Redfield, S. D.—The Kasota Eltr. Co. has moved its offices at Watertown to this city. Originally it intended to maintain offices both in Aberdeen and Watertown, but finally decided that an office located at this point would be able to take care of the business in both towns.

Oldham, S. D.—Responsibility for loss of grain from a leaky car was placed on the railway company in a case brot by John Larkin of this place against the C. M. & St. P. road. The plaintiff sought to recover damages because a carload of grain which he shipped from Oldham to Chicago was 500 bus. short when it arrived at destination, the grain, it being alleged, having leaked out in transit. The trial of the case terminated in Larkin being awarded damages in the sum of \$225.90.

SOUTHEAST.

Atlanta, Ga.—W. L. Fain is erecting a large warehouse and a small eltr.

Lynchburg, W. Va.—Owen & Jennings succeeded Steele & Brown on Sept. 1. Mr. Owen formerly was mgr. for the firm which he and Mr. Jennings succeed and Mr. Jennings at one time was a salesman in their employ. Both men are familiar with the brokerage and feed business. They sell only in car lots to the jobbing trade.

Richmond, Va.—George T. King, pres. of the Richmond Bag Co., and for many years prominent as a grain broker, dropped dead at his place of business in this city Oct. 25. Mr. King was 50 years old. For a number of years he was a member of the Richmond Grain Exchange and at one time was pres. of the Richmond City Mills.

Newport News, Va.—After several years of inactivity eltrs. here are being put into shape for the exportation of grain. One of the houses has handled little, if any, grain since it was built. The indications now are that the interests controlling the Chesapeake & Ohio railroad, and a large mileage in the middle west and northwest, are preparing to export grain from this port in large volume.

TENNESSEE.

Memphis, Tenn.—J. B. Horton & Co. have succeeded McCord & Horton.

Memphis, Tenn.—The firm of P. H. Linz & Co. has been dissolved.—P. H. Linz & Co.

Memphis, Tenn.—Union Eltr. Co. incorporated; capital, \$2,000; incorporators, L. P. Cook, J. T. Morgan, J. B. Edgar, A. J. Hall, A. B. Knipmeyer.

Cleveland, Tenn.—Rymer Bros. have installed a 10 h. p. gasoline grain and feed mill in connection with their grain business and will be ready to begin operation early in Nov.

Memphis, Tenn.—Trenholm-Dillard Co. has applied for a charter to operate an eltr. and deal in grain and other feed-stuffs. J. M. R. Trenholm, W. W. Dillard, Wm. White, H. P. Jordan and H. H. Barker are the incorporators. Capital stock, \$20,000.

Memphis, Tenn.—Fred Friedline & Co. recently completed and delivered plans and specifications for an extensive warehouse and feed mill for J. B. Edgar Grain Co., and was lowest bidder on the construction work. However, J. B. Edgar Grain Co. on account of obtaining possession of the Union Warehouse under lease have abandoned building for the present.

Union City, Tenn.—Creditors of the bankrupt Hardy Grain Co. held their first meeting in this city Oct. 22. T. A. Lancaster, referee in bankruptcy, presided. Numerous creditors and attorneys were present. The following trustees were elected: Sid Waddell, of this city; J. W. Brown, who has temporarily been in charge of the business pending the meeting, and W. H. Bobbitt of Humboldt. Election of trustees was that best in view of the fact that there are so many conflicting interests and close questions that will likely arise in the adjustment of the estate. A great many claims were filed. The trustees were directed by the referee to sell all personal property at once for cash. The real estate

is to be sold, including the mills and eltrs. and machinery attached. The meeting adjourned until Nov. 12.

TEXAS.

Amarillo, Tex.—The Early Grain & Eltr. Co. has built a \$15,000 addition to its plant.

Fort Worth, Tex.—The Dorsey Grn. Co. has installed an automatic scale and corn cleaner in its eltr. in this city.

Seguin, Tex.—The Seguin Milling Co. has two steel tanks of 80,000 bus. capacity just completed by the Steel Storage Co.

Galveston, Tex.—James A. Cure has resigned his position with the Galveston Wharf Co. at Eltr. A to take a responsible position with the Rock Island road at El Reno, Okla.

Liberty, Tex.—The Moores Bluff Rice Co. of Liberty county incorporated; capital stock, \$150,000. Incorporators: E. E. Sapp, Liberty county; F. B. West, E. D. Smith, T. W. Shearer and R. S. Sterling of Houston.

Sweetwater, Tex.—The S. Edwards Grain Co. has been organized by Mr. Edwards, formerly of Seymour, and his son, of Knox City. The company will conduct a wholesale and retail business and as soon as it can secure trackage an eltr. and mill will be built.

Galveston, Tex.—In response to the application of Sec'y Haines of the Galveston Chamber of Commerce for a hearing to reduce the rates on rice moving via this port, as contrasted with New Orleans, Commissioners Mayfield and Colquitt have advised Mr. Haines to file an argument in support of his petition.

Fort Worth, Tex.—Smith Bros. Grn. Co. will erect a second eltr. here of fire-proof construction, concrete and steel being only materials that will go into its construction. It will cost \$30,000 and have capacity of about 400,000 bus. The new eltr. will be adjacent to the Rock Island tracks, while the other house of the company is on the Santa Fe.

Mansfield, Tex.—The court of civil appeals of Texas on Oct. 9 denied the petition for a rehearing of the suit by the Mansfield Grain & Eltr. Co. to recover \$500 deposited with Lewis & Collins to bind an agreement for the sale of its milling plant to J. H. Mowrey, and the firm of real estate brokers are awarded the \$500 deposit.

Galveston, Tex.—October clearances for foreign ports of grain loaded at Galveston include 86,641 bus. wheat and 222,857 bus. corn; compared with 819,920 bus. wheat and 960,856 bus. corn exported during October, 1908. Total shipments of wheat exported since Sept. 1, 1909, amount to 1,268,081 bus.; of corn, 257,143 bus.; compared with 3,762,884 bus. wheat and 960,856 bus. corn exported during the corresponding period of 1908.—C. McD. Robinson, chief inspector, Galveston Board of Trade.

Austin, Tex.—Realizing the shortness of the corn and grain crop of Texas Commissioner Colquitt, of the Railroad Commission, has undertaken to have the interstate rates reduced so that the state may secure grain and forage from other states where crops were plentiful. With that end in view Mr. Colquitt has addressed a letter to the operating heads of the various trunk lines in Texas calling upon them to effect a reduction in the rates into the state and pointing out the benefits to be derived.

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SIDNEY, OHIO.

Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

WASHINGTON.

Kent, Wash.—The Carson Hay & Grain Co. is a new local concern.

Pullman, Wash.—New records for the receipt of grain have been established this season at the warehouses along Snake river, at Wawawai, Almota and Penawawa. The houses at these points are overflowing with grain. At Almota the warehouse of Kerr, Gifford & Co. is filed, and a big addition was built, but this was not enough to hold the grain and much is piled outside. At Wawawai, where there are two warehouses connected by a wire tramway, the receipts have broken all records, and it is believed that before the close of the season the total receipts of grain will be between 135,000 and 150,000 bus.

Waitsburg, Wash.—E. M. Denton, for 16 years in the employ of Kerr, Gifford & Co. at this point, has resigned and will make his home in the future at San Pedro, Cal. W. J. Earnest, of Walla Walla, formerly in the employ of Kerr, Gifford & Co. at Turner, will succeed Mr. Denton here. With the resignation of Mr. Denton, Eastern Washington loses one of its most expert crop specialists and grain men. His position as a buyer for the Portland firm has been unique among grain men. He has perhaps made more of the "big buys" than any other man in the Inland Empire. Only two weeks ago in one day he cleaned up the crop at this point, closing deals for nearly 200,000 bus. of grain in a few hours. His opinion on crop conditions was considered expert.

Tacoma, Wash.—Refusal to pay an inspection charge of 75c has brot about a case of unusual interest in which the Railroad Commission has instructed the attorney general of the state to associate with the attorneys of the Northern Pacific railroad in the suit instituted against it by W. W. Robinson. Robinson shipped a carload of his own hay to himself. In accordance with the grain and hay inspection law the Northern Pacific demanded, in addition to the regular charge for hauling, 75c for inspection. This fee Robinson refused to pay, claiming that the state has no right to charge for inspecting a carload of hay billed to the owner. The tender of all freight and other charges, save the inspection fee, by Robinson was refused by the railroad. Altho ready for delivery the railroad refused to accept the money or to turn over the car to him, the counter claim being made that the 75c belongs to the state and that it is under orders to collect that amount. An action was then started in court by Robinson to force delivery of the car.

Spokane, Wash.—Thirteen counties in eastern Washington produced practically all the wheat of the crop of 1909. The wheat districts are those designated as the Big Bend and the Palouse, west and south of this city. In the area devoted to grain Whitman and Lincoln counties led all others, producing 16,500,000 bus. of wheat, while 8,500,000 bus. are credited to Whitman county, which also holds first place in oats, with a yield of 3,000,000 bus. Skagit county comes second with between 1,500,000 and 1,600,000 bus. of oats. Columbia county gained first place in the production of barley—2,240,000 bus., while Garfield county was second with 1,800,000 bus. About 25 per cent of the total production of wheat is consumed locally, the rest being shipped out of the state. Fifty per cent of the oats are required for home consumption, the remainder being exported, while 25 per

cent of the barley is marketed at home and 75 per cent exported. Mills at Spokane, Seattle, Tacoma, Walla Walla, Everett and other points in the state require 9,000,000 bus. of wheat, 1,000,000 bus. of oats and 750,000 bus. of barley annually. In the grain producing area the average farm unit is approximately 375 acres, with an apparent tendency to increase. The abundant yields of grain during the last 10 years and the uniformly high prices have created much wealth in the farming communities of the state and developed a tendency among the more wealthy farmers to take up their residences in the towns and cities and to regard their farms not as homes but as business enterprises and to conduct them as modern commercial concerns.

WISCONSIN.

Hustler, Wis.—I have sold out my grain and lumber business to W. F. Talg. —J. H. Morrill.

New Glarus, Wis.—Nick Zweifel has bot the eltr. and milling business of Kundert & Stauffacher.

Sheboygan, Wis.—I bot the store property I am in and am just about thru building an addition 33x70, of brick, for storing sacked feed, hay, shavings and salt. When I get thru with it will be well equipped for the flour, feed and produce business.—S. Grasser.

MILWAUKEE LETTER.

C. of C. memberships are quoted at \$240 net to the buyer.

Indications are that farmers have completed their fall work. Receipts have increased slightly during the past few weeks, and a good market has welcomed the stuff arriving.—D. G. Owen.

The rate on barley from Duluth via the Omaha and C. & N. W. railroads to Milwaukee or Chicago, with milling in transit privileges, since Oct. 3 has been the same as from Minneapolis: 7½c per 100 lbs. without extra charge for milling in transit.

Application for membership has been made by Frank E. Crandall. Application for the transfer of membership of F. R. Norris, Fredk. W. Haseltine has been made. New members recently elected are E. N. Osborn, Harold C. Wyman, Walter Q. McLoughlin, Geo. E. Robson and John E. Woodworth.

The eltr. of the Franke Grn. Co., known as Eltr. B, and owned by the Pfister & Vogel Leather Co., was burned Oct. 28. Loss on grain, \$20,000; insurance covers loss. Loss on the building about \$7,000. The eltr. is said to have been the oldest in Milwaukee. The Franke Grn. Co. was moving out of the building and consequently did not have as much grain in it as usual.

The Board of Directors have decided that the inspection of all grain arriving in this city will be at the rate of 40c per car instead of at the present rate of 25c. This will entitle the firm or company paying the 40c to a sample, to be known as official, which will be drawn from each car as it is inspected. This method, it is expected, will in time do away with the samplers employed by each grain firm, thus leaving the work entirely in the hands of the inspection department.

The milling in transit rules of the railroads entering Milwaukee, which have not been disturbed since December, 1892, underwent important changes on Nov. 1. Henceforth all free transit business of the C. M. & St. P. and the C. & N. W. roads will be transacted thru the West-

ern Railway Weighing Ass'n and Inspection Buro. The transfer of the management of the free transit business will systematize and centralize the service and, it is claimed, make it more efficient and economical.

The C. of C. has been advised by Postmaster Owen regarding improvement of mail service to the city, that mail hereafter will leave Sioux City at 5:10 p. m., reaching here at 10 a. m. Heretofore this mail has been reaching Milwaukee at 11:30 a. m. and delivery of same would not be effected before noon, and in some cases not until afternoon. The subcommittee of the committee on commerce and manufactures have determined to conduct a campaign of education as to the closing mail time for trains.

There seems to be some misunderstanding with reference to handling freight bills in connection with transit shipments of grain sold to the elev. companies, maltsters or millers and in order to avoid any confusion we would suggest that the original, duplicate and triplicate freight bills going to the purchasers of the grain held surrender them to this office for recording, the original to be cancelled and returned to the commission firm by the purchaser, the duplicate to be retained by us and the triplicate to be held by the purchaser of the grain.—A. E. Holderman, Agt., Western Ry Weighing Ass'n.

Rule 19, section 1 of the rules of the Chamber of Commerce has been amended by a vote of 94 to 13, by the following additions: Amend Rule 19, Section 1, inspection grades, by adding after No. 4 oats, the following: "Grades of 'purified' oats shall correspond with the other grades of oats, except that same shall be designated as 'Purified.'" Amend Rule 19, Section 1, inspection grades, by adding after paragraph relating to "Chevalier" and "Bay Brewing" barley, the following: "Barley which has been chemically treated shall not be graded at all." The directors of the Chamber had first obtained a legal opinion that the term purified barley should not be recognized, but that this was not applicable to oats. Amendments also have been adopted to the rules governing memberships.—Slits.

The Chamber of Commerce by a vote of 84 to 41 has added Section 14 to Rule 11, as follows: Samples of grain and seeds furnished by the inspection department shall be known as "official samples," and so designated when offered for sale; and also notation so stating, if car is loaded too full for thoro examination; and shall be binding as between buyer and seller, subject to buyer's privilege of having same resampled before 12:00 o'clock, noon, of the following business day, unless it shall have been impossible for an official Chamber of Commerce sampler to resample such grain or seeds by that time, when, if resample does not correspond with original sample, settlement shall be made at once or transaction cancelled; and subject further to buyer's privilege of demanding reinspection, if, on arrival at point of unloading, grain or seeds be found to be "plugged," or to be out of condition, or loaded in such a manner as to make it impossible to sample same thoroughly, when, if such reinspection shows grain or seeds to be not up to original sample sold by, and buyer rejects car, in case settlement cannot be reached the seller must furnish, within forty-eight hours and buyer must accept, another car equal in quality and grade to sample sold by, upon terms of original contract. Provided that if seller

does not furnish another car within specified time, the terms of settlement must be determined by private arbitration, without delay.

WYOMING.

Sheridan, Wyo.—J. W. Denio Mfg. Co. has begun the erection of an eltr. here which will have capacity of 50,000 bus. Structure will be 25x50, 60 ft. high.

Grain Carriers

The C., B. & Q. R. R. is said to be short of cars.

Refunds of overcharges on grain shipments have been ordered paid to A. Felty and the Atlas Eltr. Co.

The Interstate Commerce Commission employs 1,000 clerks and the government pays the expense. Recently 10 clerks of the Commission went to Topeka to "examine" the Santa Fe. They remained in Topeka 6 weeks.

The lake grain rate has taken another advance and is now 3½¢ from the head of the lakes to the lower lake ports. Vessel men say they are not soliciting any business even at that rate, as there is enough ore to keep the ships all busy until the end of the season.

The McCaull-Webster Eltr. Co. of Minneapolis on Nov. 2 filed a complaint with the Interstate Commerce Commission against the C. M. & St. P. and other roads alleging an overcharge of 4½¢ per 100 lbs. on a shipment of corn from Waltham, Neb., to Pemberton, Minn.

Freight Commissioner E. G. Wylie and Counsel N. T. Guernsey of the Greater Des Moines Committee estimate that the decision of the Interstate Commerce Commission, lowering freight rates from the East to Des Moines, Ia., will not only save Des Moines shippers more than \$100,000 annually on future shipments, but will obtain the return from the railroads of about \$250,000 paid out within the last two years for excessive freight charges, on complaint to the commission.

A tentative route for the new Welland canal, enlarged so that successful competition with the Erie barge canal can be had, has been agreed upon by the Canadian government engineers. The new canal will run from Port Colborne to Fifteen Mile creek, connecting with Lake Ontario there, instead of at Port Dalhousie. The canal will have 7 locks instead of the 25 which now make the canal slow and expensive. The new canal may be built in 5 years. It will be 7 miles shorter than the present route.

The agent of a shipper, not knowing the value of a dog to be sent by express, nevertheless named a valuation of \$500, and the resulting charges to destination amounted to \$45. The dog was actually worth \$15, and at this valuation the express charges would have been \$8. The consignee declined to accept delivery and pay the charges demanded. Upon inquiry whether charges may be collected on the basis of the actual value of the dog, it was held that the shipper is responsible for the act of his agent and that the charges at the valuation given must be collected.—Conference ruling by the Interstate Commerce Commission.

On the car shortage Commissioner Franklin K. Lane said Nov. 6: There is no acute situation yet, and I hope there is not to be, but this cannot be determined at this early day. The Interstate Commerce Commission purposes keeping close track of what is going on, and when the time comes, we will do all that we can to relieve any shortage condition we may find. The railroads are themselves watching the matter carefully, both from Chicago and New York headquarters, and will, I am sure, be the first to see the need of prompt action. There is nothing at this time indicating a condition as serious as was that of several winters ago in the northwest.

Before delivering his merchandise to a carrier, a shipper was quoted a rate of 16¢ via all available routes between the points of origin and destination. Bs/L were issued showing that rate and at the shipper's request also showing routing via a named junction. Before delivery was made at destination it was discovered that the 16¢ rate did not apply over that route, and the delivering carrier therefore assessed the sum of the locals thru that junction, amounting to 65¢ per 100 lbs. Held that as the rate quoted was inserted in the Bs/L, shipment ought to have been moved over a route carrying that rate.—Conference ruling by the Interstate Commerce Commission.

Resumption of the old method of re-consigning or changing the destination of grain shipments on the Missouri Pacific system will become effective Nov. 19. This will follow the cancellation of the recently adopted tariff No. 2-A which did away with this convenient method. Tariff No. 2-A created much dissatisfaction among shippers, as thru its requirements there was necessitated the payment of freight from point of origin to reconsigning point, re-billing the shipment and again paying this freight when the thru charges were collected at final destination, the overcharge being refunded only on presentation of a claim in regular form.

The Pacific Coast extension of the Chicago, Milwaukee & St. Paul recently was declared by Pres. A. J. Earling of that road to be an excellent piece of railroad construction. He said: "We intend to build branches as quickly as possible, and upon the completion of surveys now under way will build both north and south of Othello, reaching wheat fields already yielding and districts that will be developed with transportation facilities. It is our intention to build into the Moses Lake district. We have a number of branch lines in contemplation, but it is mere guess work to say whether there will anything come of the surveys we have made. When the business warrants it we shall build."

Two hundred dollars a ton for Illinois broomcorn is predicted, one reason for the rapid advance being the partial failure of the Oklahoma crop. Already farmers have refused \$170 for corn in the field.

The only European country to which considerable quantities of hay have been shipped from the United States is Great Britain, which in the fiscal year 1908 took \$365,000 worth. In the minimum German tariff hay enters free, but shipments of hay from the United States to Germany would meet with the maximum duty of 1 mark (23.8¢) per 110 lbs.

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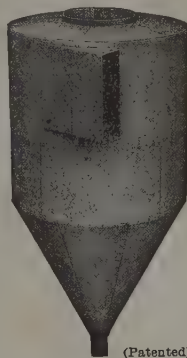
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Growing Importance of Soy Bean Crop.

Interest in the culture and development of the soy bean has grown to a great extent in the United States during the last few years. It is becoming of special importance in the southern states owing to the possibility that it may be grown on an extensive scale in regions where the boll weevil has rendered the returns from cotton culture uncertain. The recent enormous exportations of soy beans and soy bean meal from Manchuria to Europe would seem to indicate that there is practically an unlimited market for this product. It is now believed, according to a recent statement by B. T. Galloway, chief of the bureau of plant industry, that by the selection of proper varieties, of which the number is very large, the soy bean can be profitably grown in practically all parts of the cotton belt as a grain crop.

The soy bean, also called the soya bean, is a native of southeastern Asia and has been extensively cultivated in Japan, China and India since ancient times. Upward of 200 varieties are grown in these countries and are used almost entirely for human food, being prepared for consumption in various ways. Their flavor, however, does not commend them to the Occi-

dental taste and thus far they have found but small favor as human food, either in Europe or America.

As a forage crop, however, they have become of increasing importance in the United States, particularly in the districts south of the red clover area and in sections where alfalfa cannot be grown successfully. They thus compete principally with cowpeas, but as cultivation usually is required they fill a somewhat different agricultural need.

"As a hay plant," states Farmers Bulletin No. 372, U. S. Dept. of Agri., "the soy bean cannot compete successfully with red clover or alfalfa. Unless the yield of grain is 15 bus. or more per acre it is hardly profitable enough to grow it for that purpose alone, as it would be too expensive to feed. Some of the early varieties will yield 16 to 20 bus. or more per acre, and where such yields can be secured, the crop is a valuable one."

"The soy bean is especially adapted to the cotton belt and northward into the southern part of the corn belt. The early varieties mature in the northern part of the corn belt, but frequently do not make sufficient yield to warrant growing them. Farther south, where the later and larger varieties can be grown, the yield is sufficient to make their extensive cultivation

very profitable. Generally speaking, the soy bean requires about the same temperature as corn. It is perhaps better adapted to a warm climate and does not do so well in a cool climate. The soil requirements of soy beans are much the same as those of corn."

Seven varieties of soy beans, Mammoth, Hollybrook, Guelph, Ito San, Buckshot, Austin and Haberlandt, are shown in the accompanying illustration. Many new varieties recently have been imported from the orient and these are said to be so superior in quality to the varieties named that it appears likely all, except possibly the Mammoth and Ito San, will be replaced by them within a short time. For grain production tall varieties that do not branch or bear pods close to the ground are desirable, as they are more easily harvested. Of the varieties now on the market the Mammoth and Hollybrook are undoubtedly much the best for the south, while the Ito San and the Guelph, which also is known to the trade as Medium Green, are best for northerly latitudes. A very serious objection to the Guelph, however, is its great tendency to shatter seeds at ripening time.

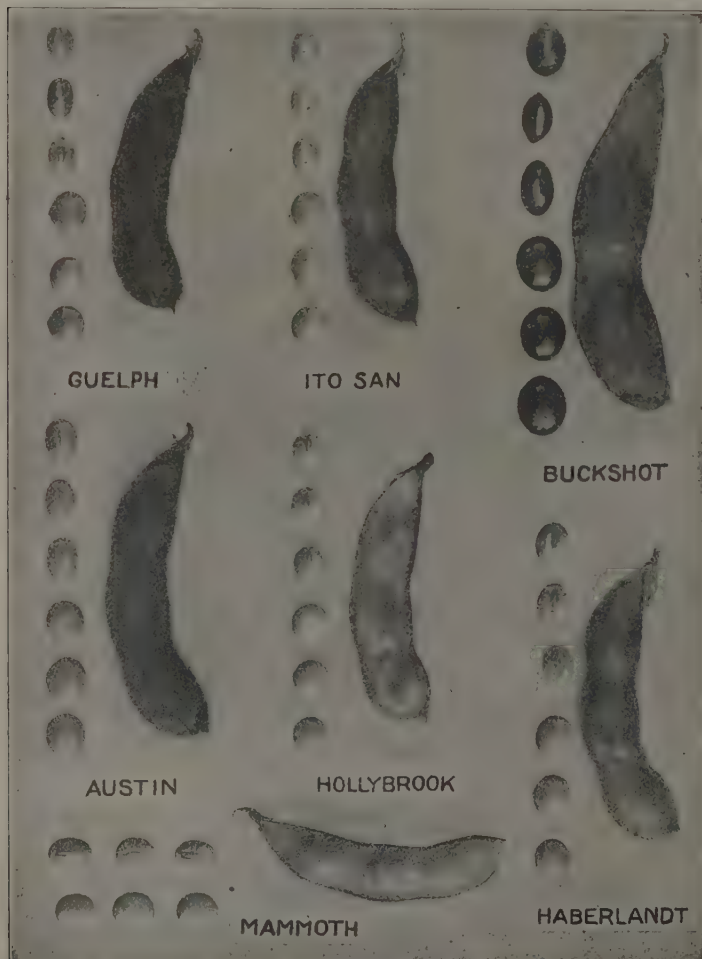
Oil Bean Rivals American Corn.

A formidable rival of American corn in European markets, supplanting maize in many instances for stock feeding purposes, recently has come prominently into notice. This new factor competing in the British and continental markets with the American product is the oil bean, produced in large quantities in China, Japan and Russia. So great has the importation of the oil bean into the United Kingdom become that, beginning Jan. 1 last, they have been separately distinguished in the official register of imports. Figures compiled since that date show the great growth of the trade in the oil bean; figures which would seem to indicate that the future will see the traffic increase to still larger proportions.

During the eight months ending Aug. 31 the total value of oil beans imported into the United Kingdom exceeded \$7,500,000, the quantity of beans represented by this large total being 1,186,086 quarters. Considering the inroads that have been made on the domestic corn trade by the growing popularity of alfalfa and its product, alfalfa meal, and the appearance in the European field of another vigorous competitor, the future sovereignty of King Corn seems to be in doubt. And that is not taking into account the recent denunciation of the cereal as being the prime cause of the spread of pellagra.

Cotton experts and Secretary of Agriculture have agreed upon nine standards for cotton, summarizing all grades of commercial cotton. They are locked up in Washington and will probably become effective next September. Will the grain trade wait until Congress takes a hand, or perfect the present system? Government supervision is certainly preferable to Government inspection.—C. A. King & Co.

Grain exported from Odessa hereafter will be taxed 1/12c per bu., according to a recent report by the French consul at that port. The tax is the result of a resolution passed by the Corn Trade Ass'n of Odessa and has no official character but has been established partly to cover the administrative expenses of the ass'n and partly the costs of the various grain handling plants. A similar tax is being levied at Nicolaieff.



Seeds and Pods of Seven Varieties of Soy Beans. Natural Size. After Piper; Bulletin 372; U. S. Dept. of Agriculture.

Seeds

Columbus, O., Nov. 1.—The prospect for clover seed in Ohio as compared with an average is 48 per cent.—Ohio Dep't of Agri.

The Department of Agri. has established a seed testing laboratory at Corvallis, Ore., and has placed Edgar Brown, govt. botanist, in charge.

Clover seed will not make over 10 per cent of the 1908 crop. The farmers seem to be holding considerable old seed.—J. W. Long, Toledo, O.

The clover seed crop is light and quality poor but considerable old seed of 1908 crop remains in farmers' hands.—E. J. Norton, Greenfield, O.

The clover seed crop will not exceed 25% of last year. About 30% of old seed still in the hands of farmers and speculators.—E. R. Riethmiller, Jackson, Mich.

The average yield per acre of clover seed in Wisconsin for the season of 1909 was 2½ bus.; the quality of the seed is 95½%.—John M. True, sec'y Wis. State Bd. of Agri.

Very little clover seed was harvested here this year, and last year's stocks seem to be pretty well cleaned out.—Chas. B. Wing, sec'y-treas. The Wing Seed Co., Mechanicsburg, O.

Frank Finch, a well known seed man of western New York, died at his home in Clyde, N. Y., a few days ago. Mr. Finch was 58 years old and had been engaged in the seed business during the last 30 years.

Much clover is still unthreshed. Reports indicate a fair yield; but crop will not exceed 20 per cent of last year. About 50 per cent of last year's crop is still in farmers hands.—L. W. Maloy, of McLaughlin, Ward & Co., Jackson, Mich.

Grass seed valued at \$40,000 to \$50,000 was destroyed by fire in the warehouse of Jacot & Mullens in Jersey City on Oct. 28. The seed was stored in bulk in numerous ironclad bins which were broken open by firemen in their efforts to get at the flames.

Lansing, Mich., Nov. 6.—The per cent of acreage clover seed harvested compared with average years, in the state is 52, in the southern counties 50, in the central counties 57, in the northern counties 58 and in the upper peninsula 35. The average yield per acre in bus. in the state is 1.63, in the southern counties 1.39, in the central counties 2.04, in the northern counties 2.31 and in the upper peninsula 3.—Frederick C. Martindale, sec'y of state.

Our exports of seeds during the eight months prior to Sept. 1, 1909, included 9,239,230 lbs. clover seed, 14,788,110 lbs. of timothy seed, other grass seeds valued at \$175,244 and 2,953 bus. of flaxseed; against 2,088,502 lbs. of clover seed, 15,421,421 lbs. of timothy seed, other grass seeds valued at \$151,299 and 1,141,899 bus. of flaxseed, during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of clover seed during the eight months have been 10,997,590 lbs. against 13,453,169 lbs. during the corresponding period of the year preceding. August imports were 1,725,180 lbs. against 2,378,490 lbs. in August, 1908.

Don't be deceived. Shipping prime is not the regular prime clover grade, the kind which is delivered upon contracts. The mere fact that some offer shipping prime below the price of prime shows that it is not of a good quality. It is an offense which should be prohibited. A man would be foolish to sell prime seed below the market price at Toledo, where he can deliver it out and get his pay immediately. Demand Inspector Wallace's official certificate when you buy prime here.—C. A. King & Co.

London, Eng., Oct. 25.—The demand for spring sowing seeds is steadily developing; the reports of the quality of the new crop are poor in general. Yearling English red clovers are in good demand. New continental reds now on offer, and, with the exception of Russian, show very ordinary qualities, with high prices. Alsikes: Fine samples, reasonable prices. Whites show various qualities and high prices with business passing. Trefoil scarce and high in price. Grasses show fine samples and reasonable prices.—John Pickard & Co.

Toledo received during the week ended Nov. 6 2,370 bags of clover seed and shipped 450 bags against 2,880 bags received and 2,175 shipped during the corresponding week of 1908. Receipts for the season to date have been 19,089 bags and the shipments 3,220 against 66,055 bags received and 19,050 shipped during the corresponding period of the previous season. Of alsike 165 bags were received against 151 for the corresponding week of 1908. During the season, to Nov. 6, 5,889 bags of alsike seed were received against 5,312 bags during the corresponding period of 1908.

Chicago received during the week ended Nov. 6, 1,268,220 lbs. of timothy seed, 53,691 lbs. of clover seed, 1,725,000 lbs. of other grass seeds and 68,075 bus. of flaxseed against 1,126,507 lbs. of timothy seed, 84,130 lbs. of clover seed, 480,230 lbs. of other grass seed, and 23,000 bus. of flaxseed during the corresponding week of 1908. Shipments for the week ended Nov. 6 were 425,820 lbs. of timothy seed, none of clover seed, 887,990 lbs. of other grass seeds and 6,183 bus. of flaxseed against 318,775 lbs. of timothy seed, 147,780 lbs. of clover seed, 1,412,566 lbs. of other grass seeds and 1,380 bus. of flaxseed during the corresponding period of 1908.

Seed of two varieties of corn, Snowflake White and Iowa Gold Mine, was obtained from Iowa and grown in Nebraska for two years. In the third year seed was taken from this and seed was also obtained from the original source in Iowa. These were all planted in adjacent plats at the experiment station. A marked difference was shown throughout the experiment between the different plats. In the Snowflake White variety the stalk from the seed that had been grown in Nebraska for two years had decreased almost a foot in height. The ear was 8.8 inches lower down and the ear shank almost two inches shorter, while the plants from Nebraska seed had an average of 1.2 fewer leaves. The weight of both stalk and ear was found to be heavier in the corn grown from the seed just from Iowa, but the proportion of ear to stalk was higher in the acclimated corn.

New Tariffs on Seeds.

C & N W, ICC No 7102, seeds, cleaned in transit at Winona, Minn.; effective Nov. 25.

SCOOP-TRUCK

A Scoop Shovel which holds 2½ bus. of grain, on wheels. It saves time and makes money. You can unload a car ten times as quickly with this scoop as by hand and ½ dozen cars unloaded will pay for it.

Price \$10.00
F. O. B. Factory

Detroit
Scoop-Truck Co.

2225 W. Jefferson Ave.,
Detroit, Mich.

Scales in Boiler Costs Money

1/32" requires 9% more fuel.
1/16" requires 12% more fuel.
1/8" requires 30% more fuel.
Prevent it by trying at our expense with "International."
International Boiler Compound Co.
47 Market Street, Chicago

ROPE

Long Fibre, Strictly First Class
SISAL AND MANILA
of all grades and sizes
FOR ALL USES

Our Quality the Best

We Make Prompt Shipments

Write, 'Phone or Wire for Prices

PEORIA CORDAGE CO.
PEORIA, ILLINOIS
Mfg'r's Rope and Binder Twine

CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors. Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

ROBINSON'S TELEGRAPH CIPHER CODE

is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

A. B. C. INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

RIVERSIDE CODE, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

UNITED STATES CIPHER CODE, bound in cloth, 130 pages. Price, \$3.00.

AMERICAN SEED TRADE ASSN.'S CODE, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

GRAIN DEALERS JOURNAL.

255 La Salle Street, Chicago, Ill.

Patents Granted

Seed Corn Tester. No. 13,031. (see cut.) Clark E. Twamley, Alexandria, S. D. The seed germinator comprises a box having a detachable cover, provided with a water discharge opening at the bottom and containing a series of numbered trays having perforated bottoms and a series of receptacles for seed.

Method of Making Grading Reels. No. 937,861. (see cut.) Faustin Prinz, Milwaukee, Wis. This method of forming grading reels consists of colling wire to form a cylindrical body having spiral convolutions with intervening spaces; securing the convolutions together; and then severing the coils longitudinally of the cylindrical body and bringing the severed sections together to form a cylindrical body having substantially straight convolutions.

Car Mover. No. 938,328. (see cut.) Wm. McLeish, Appleton, Wis. The car mover is the combination of a base member having a groove, a fulcrumed block fitting in and held by the groove, the block being inserted thru the end of the groove, and a bolt mounted parallel to the groove and at the side of it and carrying means extending over the edge of the groove by which the block is held in place.

Dust Collector and Separator. No. 938,702. (see cut.) Otto Forbeck, St. Louis, Mo. The dust collector and separator is provided with a cylindrical shaped dust-collecting chamber, an inverted conical-shaped casing arranged underneath the chamber composed of a number of gusset-shaped pieces of metal, a screen arranged inside of the casing and a member arranged between the dust-collecting chamber and the casing and provided with plates that project laterally over the upper edge of the casing.

Lock for Grain Doors. No. 938,469. (see cut.) Cyrus O. French, Kansas City, Mo. The lock comprises, in combination, a grain door, including two sections hinged to the door-jambs of the car, keepers on the sections, a member suspended from the upper portion of the car, a locking-bar pivoted to the suspended member, adapted to engage the keepers on the door sections, and a hook at the upper portion of the car for supporting the suspended member in an inoperative position.

Grain Car Door. No. 938,789. (see cut.) Richard R. Reaveley, Fort William, Ont. The door comprises the combination of two doors hinged at the side edges to swing outwardly and removable from the hinges, and forming, when closed, an approximate-

ly triangular opening between them, the opening pointing downwardly, a third door for closing the opening, hinged at the top and removable to an elevated position, and flexible members for supporting the first mentioned doors when removed from their hinges.

Grain Cleaner and Separator. No. 938,576. (see cut.) Fred Grotenrath, Milwaukee, Wis. The grain cleaner and separator comprises a disk, vertical rods surrounding the disk and extending above and below the horizontal plane of the disk, and connected only at the top, means for feeding grain to the disk, means for revolving the disk to discharge the grain from it centrifugally and throw the grain against the vertical rods, and pneumatic means for separating the chaff and light particles from the grain being discharged from the disk.

Weight Recording Means for Weighing Scales. No. 938,141. (see cut.) Guldbrand Guldbrandsen, Topeka, Kan. The scale combines with the scale beam, equipped with a rack, a poise movable on the scale beam, a plurality of printing wheels carried by the poise, one of the wheels being geared to the rack, and means operatively transmitting movement from the actuated printing wheel to the remaining wheels at intervals to bring the proper ordinals into alignment to form the number coinciding with the weight indicated on the scale beam with which the poise registers, and locking means actuated by and engaging the transmitting means to lock the remainder of the printing wheels against movement between the intervals of actuation.

Plowing with powder is the innovation proposed in Bourbon county, Kan. C. F. Miller, sec'y of the Bourbon County Farmers Institute, has received a number of letters from farmers who have offered their farms for the experiment which the Du Pont Powder Co. will undertake. The plan is to have a number of charges "planted" in different parts of a field and explode them by means of electricity. In this manner fields containing hard pan or stumps will be effectually broken up.

A recent death from pellagra in a southern state was that of a man 56 years old who for a long time ran a grist or corn meal mill. Corn bread, it is said, formed the staple article of his diet. He ate no wheat bread. It was his practice to eat uncooked corn meal daily at the mill and he carried around a pocketful of corn kernels which he nibbled at from time to time, believing them to be a remedy for heartburn. Those who accept the theory that pellagra has its origin in the consumption of corn products will find in this instance an obvious moral: Don't nibble corn kernels!

Supply Trade

BUILDING A BUSINESS.

To rent a building or hire a hall,
Is not all,
To hang a sign, large or small,
Is not all;
To lay in a stock to meet each call,
Is not all,
To advertise, once in a while and then—
small,
Is not all.

No! To build a business you must cogitate
And that's not all,
You must study your patrons, early and
late,
And that's not all,
You must think of their needs, their wants,
their hate,
And that's not all;
But, place an ad in the G. D. J.—don't
speculate—
THAT'S ALL.

The Chicago office of the Huntley Mfg. Co. has been moved to Room 608 Traders Bldg. Mr. F. M. Smith is still their agent at Chicago.

The Huntley Mfg. Co., Silver Creek, N. Y., report business excellent and orders so numerous it must run ten hours a day continually.

A trade journal without a paid circulation among the live, progressive members of the industry it represents has no value as an advertising medium.

The Hall Distributor Co. reports the sale of their Hall Signaling Grain Distributors to the Ypsilanti Machine Works, Ypsilanti, Mich., and the Burrell Mfg. Co., Chicago.

P. H. Lamb, who recently became manager of the Friction-Clutch Mfg. Co., of Sidney, Ohio, has resumed his position as bookkeeper for the Sidney Mill and Eltr. Co.

The Avery Scale Co. has opened an office in Chicago at Room 608 Traders Bldg. Mr. C. D. Bargery is in charge and will look after the wants of the customers in this territory.

Readers of advertisements soon become accustomed to advertising noises and often, when they hear the call to opportunity, turn over and go to sleep again.—Wake-up, Wake-them-up.

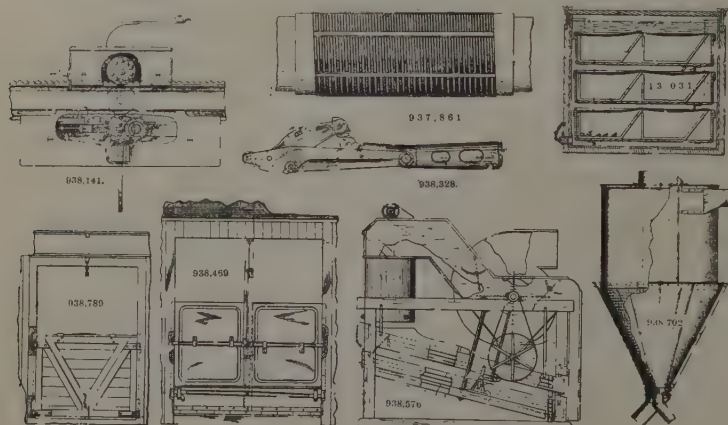
We have all found that men buy what is to their interest to buy, but few know what they want until you educate them to it. Let your advertisement be a forceful conveyor of real information.

All that any publisher can guarantee is to give his advertisers the benefit of paid circulation. When he does this, if the advertising does not pay, it is not the medium's fault. Change your copy.

The Invincible Grain Cleaner Co., Silver Creek, N. Y., has bot adjacent property and is preparing a special building for patterns and another for castings. It reports business good and orders increasing.

A. G. Langworthy, who has filled the position as Mgr. Adv. Dept. so long with Fairbanks, Morse & Co., has recently been honored by being elected one of the vice-presidents of the Chicago Advertising Ass'n.

A report from Winnipeg indicates that the operations in elevator building in that country have been larger this year than heretofore; and that literally hundreds of elevators have been built to handle this season's crop.



An era of mental suggestion is sweeping over the world—persistently give men powerful suggestions and some day they will act upon them. An attractive advertisement, well displayed and full of convincing argument, is a powerful suggestion.

Do you want an artistic calendar to hang on your office wall next year? Then send to the Huntley Mfg. Co., Silver Creek, N. Y. and they will send you one. It is a work of art and the finest thing of its kind which has been called to our attention this year.

Barnard & Leas Mfg. Co. report that they have been producing some machinery for Alfalfa millers. They have a mill which they say stands absolutely by itself, and which they claim is second to none so far as speed and durability is concerned. They are also furnishing dust collectors for same and feel proud of the installations they have made in Alfalfa mills.

The Weller Mfg. Co. has recently purchased 8 acres of land at the S. W. Cor. of 44th Ave. and Cortland Sts., Chicago, for \$15,000. This tract is to be used for a new plant to take care of its elevator, conveying and power transmission business, and it is said that this plant is to cost about \$125,000. When these improvements are completed the capacity of this concern will be three times as great as at present.

Perhaps the greatest problem which confronts the advertiser is the selection of a medium in which to put his advertisement. The vital factors are quality and quantity of the circulation. We put quality first for the same reason that the salesman reaching the big buyer is apt to do more business than the salesman who calls upon many small buyers. The quantity is a definite feature which can be demonstrated, hence, it is easier to determine. We suggest to all buyers of trade paper advertising space to consider these two points well.

The S. Howes Co. has moved into its new office building adjoining its plant at Silver Creek, N. Y. Its five executive offices are all connected by private passageways and separated from the clerical offices by a long hall. The room for draughtsmen on the second floor is equipped with all the latest devices for quickly turning out blue prints. All the offices and the reception room are connected by a 20 circuit intercommunicating telephone system, lighted with Tungsten lamps and equipped with every device which can contribute to the comfort or convenience of the workers.

H. W. Caldwell & Son Co.'s catalog No. 34 has been received. It is the largest issue of its kind. It is a cloth bound book containing nearly 850 pages, and the amount of information which they have gathered together pertaining to the machines and devices which they manufacture and sell makes this book a very useful compendium for elevator engineers and all those who have to purchase elevator machinery and supplies. The book is printed on enameled paper which brings out the half-tone illustrations to the best advantage. This is the largest catalog that has reached our desk and exceeds its predecessor by over a hundred pages.

A thousand cases of pellagra are reported from the state of North Carolina. Only one county in the state, it is declared, is free from the plague.

Opportunity for Grain Dealers in Russia.

To Consul Henry D. Baker of Hobart, Tasmania, a leading grain exporter of St. Petersburg, said: "I think a great benefit would be wrought for Russia if those interested in the grain trade of the United States could visit Russia and invest money in elevators and engage in storing, carrying and selling of wheat and other grains on a big scale. The capital invested in such business in this country is far too inadequate. The farmers have not the advantage of a great institution like your Chicago Board of Trade, where there is an active market and quotations established which are public property, and also where you have splendid facilities for trading in warehouse certificates and the like.

"The farmers in Russia are at the mercy of a few cash buyers who are afraid to purchase large lots because of the difficulties in storage and of freight transit. Moreover most farmers are quite ignorant of what constitutes a fair price for their products. There may be a big boom in wheat at Chicago, but our peasants, as a rule, know nothing of any such movements in the world's markets, and this year as always they will sell their wheat as soon as they can for whatever it will bring."

Consul Baker believes that twice as much wheat will be exported from Russia this season as last, and that it will all be shipped in haste. St. Petersburg has insufficient elevator service, yet the other Russian ports are far worse off.

Exports.

Buckwheat amounting to 194,614 bus. was exported during the eight months prior to Sept. 1 against 50,930 bus. during the corresponding period of 1908.

Broomcorn valued at \$204,652 was exported during the eight months prior to Sept. 1 against \$160,893 during the corresponding period of 1908.

Malt amounting to 99,013 bus. was exported during the eight months prior to Sept. 1 against 94,752 bus. for the corresponding period of 1908.

Linseed oil cake amounting to 399,130,389 lbs. was exported during the eight months prior to Sept. 1 against 457,572,175 lbs. during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the eight months prior to Sept. 1 amounted to 158,177,918 lbs., against 156,965,923 lbs. for the corresponding period of last year.

Exports of rice, rice bran, meal and polish during the eight months aggregated 9,849,472 lbs., against 11,677,450 lbs. for the corresponding period of 1908.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the eight months 4,687,768 lbs., against 5,057,529 during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Wild wheat has been discovered on the slopes of Mt. Hebron, in Palestine, by Dr. Adolph Aaronsohn, in charge of the dry land farming experiments for the Turkish government. He is preparing for a thoro investigation of the subject, including a survey of thousands of square miles in which this wheat grows.

Grain Testers Flax Scales

Wheat, Flax and Seed Testing Sieves are needed now.

Send Us Your Order.

Complete Line Prices Right

GRAIN DEALERS SUPPLY CO.

Minneapolis - Minn.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

We are Large Manufacturers of Steel Roofing, Corrugated Iron, etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

Sykes Steel Roofing Co., CHICAGO, ILL.

RATS & MICE

EXTERMINATED SCIENTIFICALLY

WITH

Pasteur Vaccine Co. Rat Virus Non-Poisonous—No Odors

The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

MOURATUS—Gelatin Form, 50 and 75c.
RATITE—Liquid Form, 75c, 50 and 31.50.

Write for further particulars and testimonials to PASTEUR VACCINE CO., Ltd.

Sole Concessionaires of Institut Pasteur, Paris, Biological Products.

1 Rue Meyerbeer, Paris, France.

New York, 300 West 110 Street.

Address Dept. K.



BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

Supreme Court Decisions

Grounds for Vacating Arbitration Award.—In equity, as well as at law, the reason for vacating an award must appear on its face, or there must have been a palpable mistake or misconduct of the arbitrators. —*McKennie v. Charlottesville & A. Ry. Co.* Supreme Court of Appeals of Virginia. 65 S. E. 503.

Persons Entitled to Sue Carrier.—Where the seller delivers an article to the carrier for transportation by the usual route on an open B/L title passes to the vendee or assignee, so that the seller could not sue for their injury en route unless he specifically retained title by requiring the goods to be delivered to his order, etc.—*Gaskins v. Southern Ry. Co.* Supreme Court of North Carolina. 65 S. E. 518.

Reciprocal Demurrage.—The act approved August 23, 1905 (Acts 1905, p. 120), known as the "reciprocal demurrage act," is applicable only where the gist of the plaintiff's claim is based on the violation of the carrier's public duty, irrespective of contract. *Southern Railway Co. v. Melton* (decided by the Supreme Court Sept. 27, 1909) 65 S. E.—*Georgia Coast & P. R. Co. v. Durrence & Sands.* Court of Appeals of Georgia. 65 S. E. 533.

Railroads—Fires.—In an action against a railroad company for destruction of property by fire, an insurer who had paid the amount of a policy thereon was not a necessary party, its right against the railroad not resting upon any relation of contract or privity between them, but resting upon a contract of indemnity derived from the insured alone, which could only be enforced in his right.—*Cushman & Rankin Co. v. Boston & M. R. R.* Supreme Court of Vermont. 73 Atl. 1073.

Mode of Settling Exchange Contracts.—The fact that a contract for the purchase or sale of cotton on an exchange for future delivery, made by a broker in his own name, but on behalf of a customer, is settled between the brokers by settling it off against other contracts, or "rung out," as permitted by the rules of the exchange, does not extinguish it, or render it invalid as between the broker and his customer, who had knowledge of such rules.—*Haven & Clement v. James.* U. S. Circuit Court, Northern District, Georgia. 172 Fed. 250.

Rules of Exchange.—A resolution of the New York Stock Exchange, a voluntary association organized to furnish facilities to its members in buying and selling stocks and bonds for others on commission, which prohibits any member from transacting any business with or for any member of a rival exchange, not adopted through any bad motives, but to protect its own interests, is not an "illegal combination in restraint of trade." in violation of Laws 1899, p. 1514, c. 690.—*Helm v. New York Stock Exchange.* Supreme Court of New York. 118 N. Y. Supp. 591.

Payment of Tax on Wheat by Mistake.—Plaintiff purchased certain wheat in February, 1907, but no title passed until delivery between March 7th and the following April. The wheat was listed for taxation as plaintiff's property on March 1, 1907, but plaintiff's manager first refused to pay taxes on it until the assessor informed him that the seller claimed that he had sold the wheat and would not pay the taxes, whereupon plaintiff's manager listed the wheat and paid the taxes, knowing that there had been no delivery prior to March 1st. Held, that the taxes were paid under a mistake of law, without fraud or any attempt to take advantage of plaintiff, but with full knowledge of the facts, and were therefore not recoverable.—*Peacock Mill Co. v. Honeycutt.* Supreme Court of Washington. 103 Pac. 1112.

Carrier's Liability for Misdelivery.—Where a B/L on the margin of which were printed the words "not negotiable," stated that, is the word "order" was written immediately before or after the consignee's name, a surrender of the B/L properly indorsed would be necessary before delivering the property at destination, and, if any other form of assignment was used, the carrier might deliver without requiring its production, a carrier would be liable to the owner of freight for damages caused by delivering freight without the production of the B/L, where the word "Order" was written before the consignee's name.—*Canandalgua Nat. Bank v. Southern Ry. Co.* Supreme Court of New York. 118 N. Y. Supp. 668.

Conversion of Margins by Broker.—Where brokers by fraud induced a customer to authorize them to purchase stocks for him and to deposit margins therefor, and afterwards converted such stocks and became bankrupt, the customer had his option to sue for rescission of the contract on the ground of fraud, or for the conversion; and when he did the latter he waived the fraud and affirmed the contract, and has no standing to claim that the bankrupt's liability was one for obtaining property by false pretenses, and not affected by the discharge, under Bankr. Act July 1, 1898, c. 541, § 17a (2), 30 Stat. 550 (U. S. Comp. St. 1901, p. 3428), as amended by (Act. Feb. 5, 1903, c. 487, § 5, 32 Stat. 798 (U. S. Comp. St. Supp. 1907, p. 1026)).—*In re Ennis & Stoppani.* Ex parte Roche. U. S. District Court, Southern District, New York. 171 Fed. 755.

Railroad No Right to Deduction for Insurance Paid.—In an action by an insured for damages for loss by fire no deduction in damages will be made on account of insurance paid the owner, but, when compensation is received on recovery, the insured stands as trustee for the insurer to the extent of the part of the loss paid by it, while when, after payment by the insurer, it sues in insured's name, generally the railroad must respond for the full damages caused by the negligence, and, if only part of the loss has been paid by the insurer, insured is entitled to the residue, but, as to the division between them, the wrongdoer has no concern; the right of recovery in insured's name for benefit of the insurer not depending upon allegations in the declaration other than or different from those necessary for a recovery by the owner of the property for his own benefit.—*Cushman & Rankin Co. v. Boston & M. R. R.* Supreme Court of Vermont. 73 Atl. 1073.

State Commission Can Establish Reciprocal Demurrage.—Rule 9 of the Railroad Commission of Georgia adopted under authority of the act of 1905 (Acts 1905, p. 120), is as follows: "Railroad companies are required to furnish cars promptly on request therefor. When a shipper files with a railroad company written application for a car or cars, stating therein the character of the freight to be shipped, and its destination, such railroad company shall furnish same within four days (Sundays and legal holidays excepted) from seven o'clock a. m. of the day following the receipt of such application. For a violation of this rule the railroad company at fault shall, within thirty days after demand in writing as made therefor pay to the shipper so offended the sum of one dollar per car per day or fraction of a day after the expiration of free time, during which such violation continues." Held, that such rule of the commission, made under authority of the act of 1905, is not unconstitutional and void on the ground that its adoption by the commission was an attempt on the part of that body to legislate, and was the exercise of a power which the Legislature could not delegate to the commission and the commission could not exercise, under the constitutional provision that "the legislative power of the state shall be vested in a general assembly, which shall consist of a Senate and a House of Representatives." Const. art. 3, § 1, par. 1. *Fish. C. J.*, dissenting.—*Southern Ry. Co. v. Melton.* Supreme Court of Georgia. 65 S. E. 665.

Liability of Lessor to Bucketshop.—The word "owner" in section 4275, Rev. St., relating to gaming, includes one who is a lessee as well as the owner of the fee. Hence the interest of a lessee of premises who sublets the same to one who, with the knowledge and permission of such lessee, uses the same for gaming purposes, may be subjected to the satisfaction of a judgment recovered against such sublessee for money lost therein at gaming.—*Iroquois Co. v. Meyer.* Supreme Court of Ohio. 89 N. E. 90.

Use of Right of Way by Mill Company.—A strip of land owned, though never used, by a railroad company, but leased by it to, and occupied by the loading platforms of, a mill company, is not devoted to a "public purpose," so as to be exempt from condemnation for the track of another railroad company, though it adds to the convenience of the mill company in loading its products on the cars of the railroad company owning the strip when switched onto the track of the mill company; it being the use to which the property is applied, and not its ownership, which marks the use as public or private, and the test of whether the use is public being whether the property is impressed with a trust in favor of the public, so that its use is not of grace, but of right, which cannot be defeated at the owner's will.—*State ex rel. Milwaukee Terminal Ry. Co. v. Superior Court of King County.* Supreme Court of Washington. 103 Pacific 469.

Pledge of Property Passing to Trustee.—A bankrupt milling company in Pennsylvania prior to bankruptcy had issued wheat and flour certificates each calling for a certain quantity of wheat or flour stored in its grain tanks or mill, to be delivered to the holder on demand, and had indorsed such certificates as collateral security for loans. The wheat called for by such certificates was an undivided part of that contained in its grain tank, which was a shifting quantity; the wheat being run from such tank into the mill as needed for grinding. The flour certificates each called for a certain number of barrels set apart in its storage rooms, which were so set apart, but were in no way marked to indicate a pledge nor to negative the ostensible ownership of the company. Held, that there was no such delivery as to constitute a valid pledge under the settled law of the state, and that title to the wheat and flour passed to the trustee in bankruptcy, as property which might have been levied on and sold under process against the bankrupt.—*Fourth St. Nat. Bank v. Millbourne Mill Co.'s Trustee.* U. S. Circuit Court of Appeals. 172 Fed. 177.

Powers of Interstate Commerce Commission.—The Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 15, 24 Stat. 384 [U. S. Comp. St. 1901, p. 3165]), as amended by Hepburn Act, June 29, 1906, c. 3591, § 4, 34 Stat. 589 (U. S. Comp. St. Supp. 1907, p. 900), does not confer power on the Interstate Commerce Commission to lower through rates between certain points, as between Atlantic seaboard points and Mississippi river points, and between Mississippi river points and Denver, without changing the rates to intermediate points, or finding that existing rates are unjust or unreasonable, or otherwise in violation of the act; the sole purpose and effect being to arbitrarily create zones of trade, tributary to given trade and manufacturing centers, and counteract the commercial advantages possessed by certain cities by reason of their geographical position or otherwise, by giving Atlantic coast and Missouri river cities an artificial advantage over intermediate points in shipments to the Missouri river and westward to points east of Denver, and the east Mississippi cities, and Denver an advantage over Missouri river cities to points west of Denver.—*Chicago, R. I. & P. Ry. Co. v. Interstate Commerce Commission.* U. S. Circuit Court, Northern District, Illinois. 171 Fed. 680.

The Mexican corn crop in the valleys near Mexico City has been destroyed by the unprecedented cold weather; loss estimated at \$20,000,000.

Feedstuffs

Alfalfa meal is in such demand some mills have nearly exhausted their most available supplies of hay.

E. C. Merton of Minneapolis, Minn., has been chosen pres. of the National Ass'n of Feed Dealers, to succeed S. F. Scattergood of Philadelphia, Pa., who resigned. Owing to the condition of his health and the pressure of business, Mr. Scattergood felt he could not do justice to the ass'n in an official capacity. Mr. Merton has been vice-pres. of the ass'n and is connected with the Sheffield-King Milling Co.

By any man who will thoroly study the laws governing sales of feed in the various exchanges of the country, it will be found that there is really very little difference. We find, however, that each exchange obstinately refuses to make any changes that will harmonize with another exchange, notwithstanding the fact that its individual members will do business on the other fellow's terms. There is no question in my mind but that a representative committee, composed of members known to the trade, could harmonize the difference in trade rule regulations, and, within a very short space of time, get the various exchanges to adopt uniform trade rules. This, I think, is the first step towards making the organization what it claims to be, viz: a National Ass'n. If we can once do this, it will be a very short time before we will have

a large increase in our membership. It is, in my judgment, the foundation upon which we have to build.—E. C. Merton, pres. National Ass'n of Feed Dealers.

Condiment Is a Food.

The United States Circuit Court for the eastern district of Kentucky recently decided in the case of *Savage v. Scovell* that the Kentucky statute on pure stock feeds covers the so-called condimental stock foods.

Plaintiff maintained that the article was not a food but a medicine; but Judge Cochran said "I think the distinction between what is a 'food' and what is a 'medicine' is clear, and there can be no question that said act covers the former, and not the latter. A 'condiment' is a food, and not a medicine. It is therefore covered by the act, and that by express terms, but the act is not prevented from covering that which is a food because it is a medicine also.

"The act itself is not unconstitutional. It is an inspection law, and the states have the right to pass inspection laws. This is expressly recognized in the second clause, sec. 10, art. 1 of the federal Constitution; but, this apart, a state has power to enact inspection laws, even though it affects interstate commerce, at least in the absence of congressional legislation making a difference in the situation. This is on the ground that Congress by its nonaction has impliedly consented to the enactment thereof, i. e., Congress, instead of regulating interstate commerce in such particular directly, does so through the state Legislature enacting the law. At the time of the passage of the Kentucky act and its going into force,

the federal pure food law (Act June 30, 1906, c. 3915, 34 Stat. 768 [U. S. Comp. St. Supp. 1907, p. 928]) had not been enacted.

"It is claimed that said act is unconstitutional, in that it authorizes the director of the Agricultural Experiment Station to take as much feeding stuff as he might desire, provided he confined himself to two pounds from every package. I do not think that such is the meaning of this provision of the act. An inspection law can properly provide the taking of so much of an article covered by it as necessary for analysis in order to determine its true nature. This is just as proper as a fee for the inspection. The meaning of this act is that said director may take as much, not as he desires, but as much as is necessary for analysis; but in no event shall it exceed two pounds. It was not intended that the director should have the right to take two pounds in every instance out of every package, whether necessary to make an analysis or not. It is not alleged that in the execution of the law defendant has taken, or intends to take, more from the packages containing plaintiff's article than is necessary to make an analysis.

The federal law simply covers the subject of adulteration and misbranding. The state law has nothing to do with either. It has to do with the subject of disclosing the ingredients of the articles covered by it. Its policy is to compel a statement of ingredients so that purchasers thereof in Kentucky may know exactly what they are buying. There may be no adulteration or misbranding, i. e., no violation of the federal law, and yet there may be a violation of the state law in not disclosing ingredients."—171 Fed. 566.

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Cobs

The Grain Dealers Journal is valuable to any grain dealer.—Farmers Grain Co., Latham, Ill.

Velvet chaff wheat, it has been reported, was being mixed with No. 1 Northern at Duluth, to which allegation the *Commercial Record* of that city replies: "We would say that out of 456 cars of spring wheat in Duluth one day 10 cars were velvet chaff. If the entire 10 cars were mixed with only one-tenth of the receipts not one inspector in 10 could tell it."

Governmental maintenance of grain prices is urged by Chairman Karyakin of the Douma Agricultural Committee in an appeal made a few days ago to Premier Stolypin of Russia. M. Karyakin asked that the government sustain the price of grain and make immediate purchases. The suggestion was made that the government take over \$50,000,000 worth. The premier strongly opposed the plan, but finally agreed to submit the matter to the cabinet.

Owing to the deterioration of the wheat grown during recent years in Uruguay, Consul F. W. Goding, of Montevideo, advises that the government has imposed a fine of 20 centesimos (21 cents) on every 100 kilos (220 lbs.) which was thrashed before being properly prepared by the farmer. Thrashing machine owners operating their machines after June 25, 1909, were fined 30 centesimos (31 cents) for each 100 kilos thrashed that had not been properly prepared in accordance with the regulations proclaimed by the executive, who is empowered to enforce the law and explain its objects. The object of this law is to improve the quality of the wheat grown in the country, with the anticipation of increasing its exportation.

Movement of grain absolutely slow compared with this time last year. Farmers won't sell and that is all there is to it.—T. A. Bryant, S. Dak.

The cause of pellagra will be sought by a specially appointed committee if the recommendations of several Illinois physicians and biologists are followed out by Gov. Deneen. The recommendation is embodied in a report made to the governor a few days ago, following an investigation at Bartonville asylum, where several cases of pellagra have developed.

"The most typical case of pellagra I have ever seen," was the statement of Dr. Frank L. Eskridge, who attended the case of Mrs. Barto, of Atlanta, Ga., recently. Notwithstanding every symptom corresponded with the latest diagnoses of the malady investigation proved that the patient never had been addicted to a diet of corn bread or of other corn products. From close observation of the case and its development Dr. Eskridge said he was forced to the conclusion that pellagra is not essentially a corn bread disease and that it may be found under conditions that absolutely eliminate corn in any form from the possible causes. "I find," he said, "that Frappoli, a noted Italian physician, writing in 1771, many years before American maize, or corn, was introduced in Italy, describes a disease with symptoms exactly similar to those of pellagra, which he terms 'pelle agra,' or 'skin roughness.' In fact, I am almost persuaded that pellagra is a malady of the leprosy group, a microbic disease, perhaps aggravated by altered corn, but by no means caused by it. The case of Mrs. Barto is so conclusively typical, compared with six other cases of pellagra I have investigated, that I believe it constitutes a strong refutation of the corn-bread theory."

Union Grain & Hay Co's, Fire at Cincinnati.

Fire broke out Sunday night, Oct. 24, in the West End Hay Warehouse at Cincinnati, O., owned by the Union Grain & Hay Co., and was prevented from destroying the entire plant only by the fire walls which divided the building every 100 ft.

A large stock had been going into the warehouse during the 10 days preceding the fire, the loss on which will be \$60,000, less salvage. The insurance is \$32,250.

The buildings were one and two stories and the fire started in the center. This part of the plant is shown in the engraving herewith as a complete wreck. The contents of 6 cars loaded with hay on track were saved by trainmen.

Altho the damage of \$40,000 to \$50,000 is fully covered by insurance the company will suffer considerably by interruption to its business as there were 60 cars hay in transit to the warehouse on which demurrage will accrue.

Corn, barley and oats are most subject to loss of sugar during aging. On the other hand, many samples of wheat show a slight loss the first year and then quite a rapid gain in the sugar content, in some cases a gain of 24 per cent of the total sugar present being noted at the end of two years. Considering the grains most susceptible to protein change we have, in the order given, corn, and to a very slight degree, barley, rye, wheat and oats. As we should expect, there seems to be no change in the mineral constituents of the grain or in the total nitrogen, the weight per bu. and the weight per 1,000 kernels remaining practically constant, writes S. Leavitt and J. A. Le Clerc, in *Jour. Indus. and Engin. Chem.*, 1 (1909), No. 5.



Ruins of Burned Warehouse of Union Grain & Hay Co., at Cincinnati, O.

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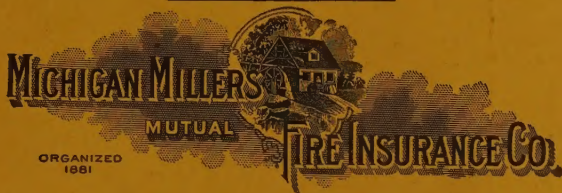
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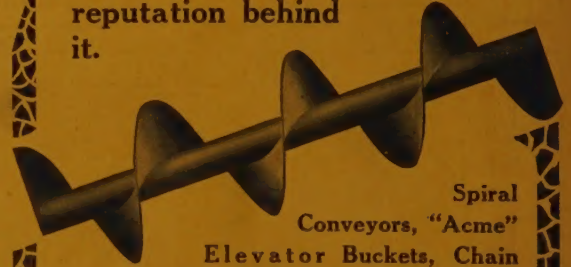
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